

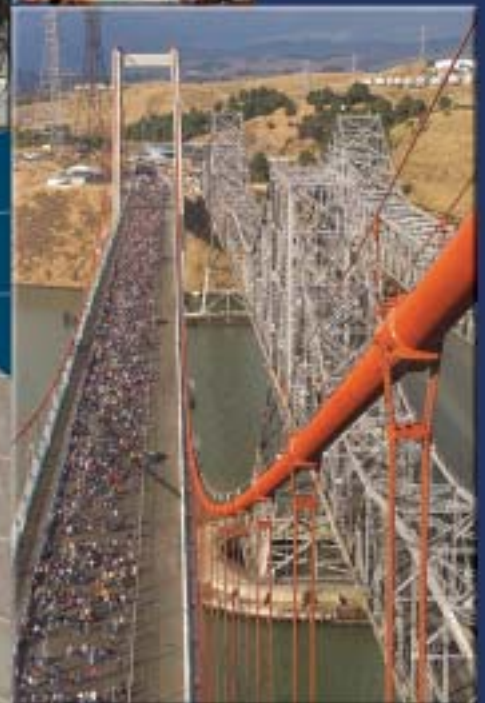
Reauthorize TEA 21 **Now**

26th Annual Report to the San Francisco
Bay Area Congressional Delegation

MARCH 2005



METROPOLITAN
TRANSPORTATION
COMMISSION



TEA 21 Reauthorization Update

Reauthorize **TEA 21** **Now**

26th Annual Report to Congress

March 2005



METROPOLITAN
TRANSPORTATION
COMMISSION

**Published by the
Metropolitan Transportation Commission
Legislation and Public Affairs Section**

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PRIORITY: URGENT

March 2005

To Our Federal Representatives:

For the last two years, our annual reports to Congress have made the case for a timely reauthorization of the Transportation Equity Act for the 21st Century (TEA 21) that:

- Increases funding to better meet our nation's growing infrastructure needs
- Protects the funding firewalls for both the transit and highway program
- Preserves the flexibility and the program structure of TEA 21

In March 2005, we find ourselves revisiting these same themes, but this time with a greater sense of urgency. Since TEA 21 expired a year and a half ago, Congress has passed six short-term extensions, the most recent of which expires three months from now, at the end of May 2005. While we are grateful that Congress has kept federal funding flowing to metropolitan areas and the states, we urge an end to this stopgap infrastructure budgeting. Without a multi-year surface transportation program, states and metropolitan areas lack the financial certainty to move ahead with their long-range transportation investments. This delays vital improvements and dampens job growth.

We urge you to put reauthorization of TEA 21 at the top of your legislative agenda for 2005. America needs a multi-year surface transportation bill now.

Providing the necessary funds to ensure that America's residents and commercial goods can get where they need to go — when they need to get there — is crucial to protecting our quality of life, as well as our economic edge in the increasingly competitive global marketplace.

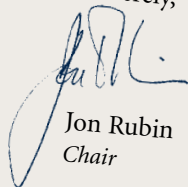
We look forward to working with you in the coming months. Should you have any questions or comments about this report, please contact:

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Sincerely,



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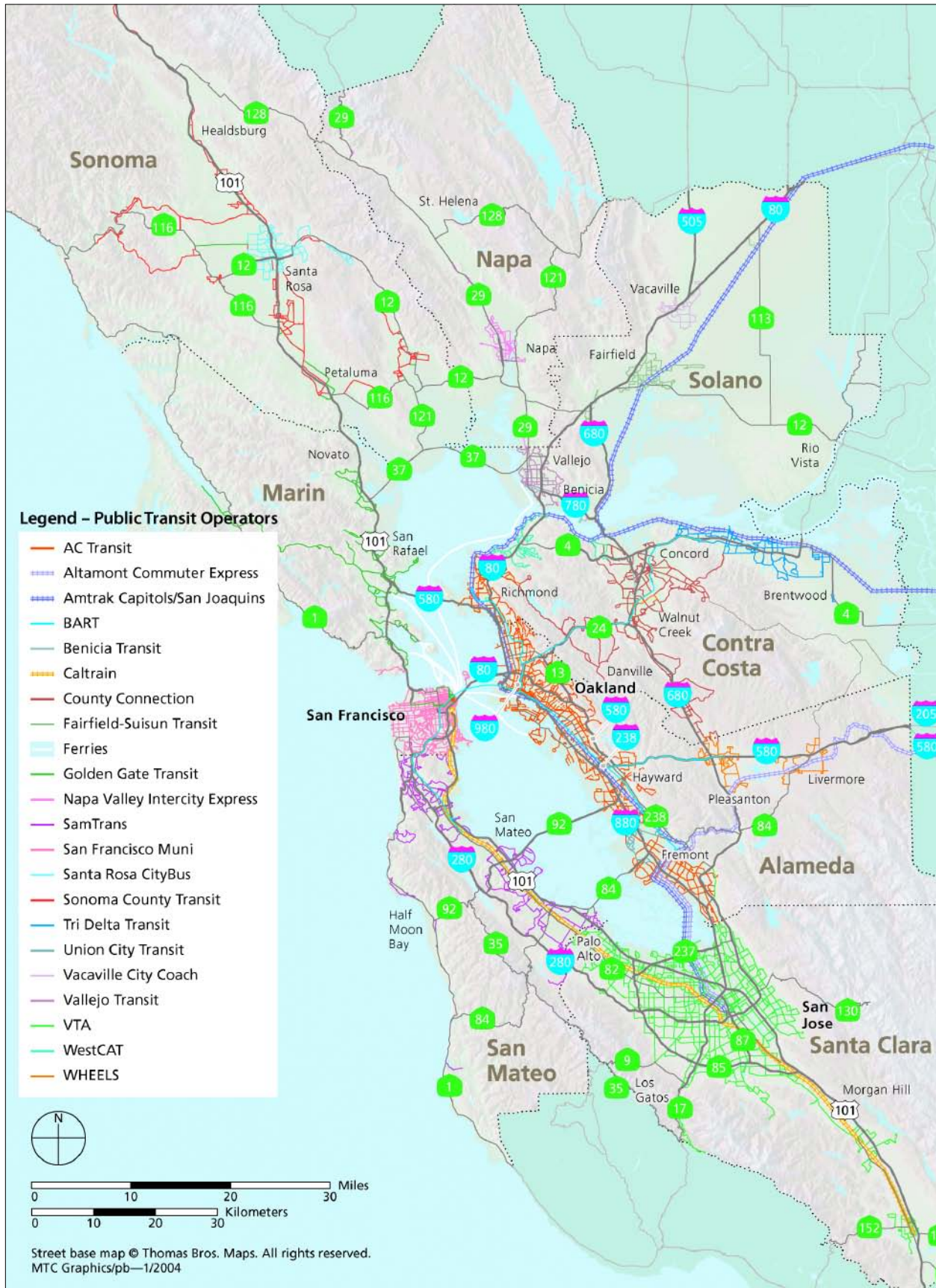
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MTC Nine-County Bay Area Region



Note: Gray lines indicate highways; the multicolored grid illustrates the Bay Area's extensive public transit network with its numerous operators.

Executive Summary

Reauthorize TEA 21 Now!

Transportation Is Top Concern of Bay Area Residents

According to a recent Bay Area Council poll, transportation is — once again — the top concern of Bay Area residents. This concern was demonstrated loud and clear in 2004, when Bay Area voters approved an impressive \$8 billion in new local funding measures.

Congress Must Increase Funding for the Core Programs to Keep Pace with Growing Needs

The Bay Area faces a \$17 billion shortfall over the next 25 years simply to operate and maintain its existing transportation system. For this reason, MTC continues to support a funding level as close as possible to last year's Senate proposal of \$318 billion over six years.

Maintain Funding Guarantees for Highways and Transit

One of the most important policy provisions in TEA 21 was the “firewall” protection of revenue from both the Highway Trust Fund and the general fund for both the highway and transit program. MTC strongly urges Congress to ensure that whatever the final funding level, *all funding is fully guaranteed*.

Preserve the Flexibility and the Program Structure of TEA 21

The basic program structure enacted in the Intermodal Surface Transportation Efficiency Act (ISTEA) and TEA 21 has worked well for over a decade. MTC urges Congress to maintain this structure and direct any new funding to the core highway and transit formula programs rather than creating new discretionary programs.

Continue to Direct Transit Funding to the Most Congested Urban Areas

The current formulas for the federal transit program concentrate funding on transit systems that carry the most passengers. This ensures that federal dollars are spent where they are needed most. MTC supports these formulas and the current funding distribution between the formula and capital programs: 40 percent Rail Modernization, 40 percent New Starts and 20 percent for Bus and Bus Facilities.

Increase State Flexibility to Test the Benefits of User Fees

In order to provide the option of a congestion-free commute for both motorists and transit riders using high-occupancy/toll (HOT) lanes, MTC supports a repeal of the current federal prohibition against tolls on Interstate highways, as proposed in last year's Senate bill.

Strengthen the Metropolitan Transportation Planning Process

MTC supports the following changes:

- Raise metropolitan planning funds from 1 percent to 1.5 percent of the core highway program, including the “minimum guarantee” programs.
- Allow for substitution of previously adopted transportation control measures with newer strategies that can achieve equivalent or greater emissions reductions within a similar timeframe.
- Synchronize the requirements to update the long-range transportation plan and the transportation improvement program (TIP) to a four-year cycle.

FY 2006 Project Requests

- The Bay Area's first New Starts priority is the final increment of the BART to San Francisco International Airport full funding grant agreement: \$82.7 million.
- Our next priority is funding for preliminary engineering for two projects: Muni Third Street Light-Rail Transit (Phase 2)/Central Subway (\$20 million) and Silicon Valley Rapid Transit Corridor (\$10 million).
- Additional transit and highway project requests are detailed inside.



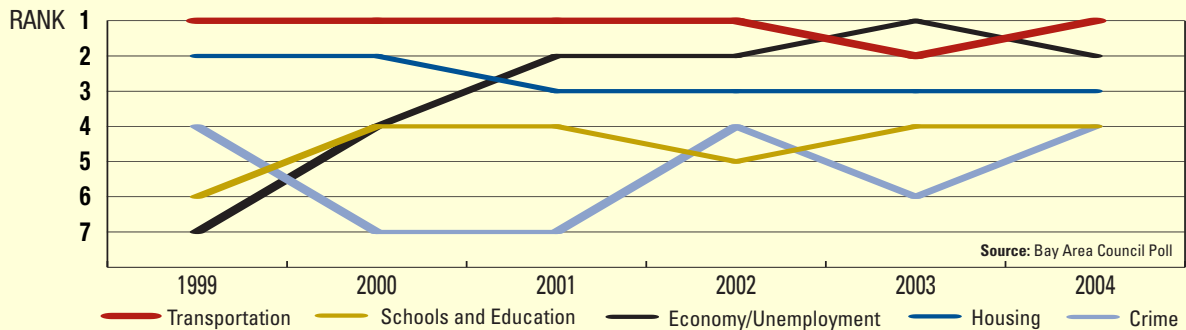
Section I

Reauthorize TEA 21 Now!

Transportation Is Top Concern of Bay Area Residents

California has the dubious distinction of having three of the five most congested urban areas in the nation. The San Francisco-Oakland area ranks second behind Los Angeles at the top of the list. Congestion costs every Bay Area resident hundreds of dollars each year in extra fuel expenses, wasted time and lost productivity. According to a recent Bay Area Council poll, transportation is — once again — the top concern of Bay Area residents.

Transportation Is the Bay Area's Top Concern



This concern was demonstrated loud and clear in 2004, when Bay Area voters approved an impressive \$8 billion in new local funding measures. Transportation sales tax measures in Contra Costa, Marin, San Mateo and Sonoma counties all received more than two-thirds approval; a new property tax to finance seismic upgrades throughout the BART system won 68 percent support; an increased AC Transit parcel tax was approved by nearly 72 percent of voters; and the Regional Measure 2 toll increase was approved by 57 percent of voters in seven Bay Area counties.

Reauthorize TEA 21 Now!

Providing the necessary funds to ensure that America's residents and commercial goods can get where they need to go — when they need to go there — is crucial to protecting our quality of life, as well as our economic edge in the increasingly competitive global marketplace. America needs a multi-year surface transportation bill now. The 2004 House and Senate bills to reauthorize the Transportation Equity Act for the 21st Century (TEA 21) — H.R. 3550 and S. 1072 — passed by overwhelming majorities last year, reflect the growing consensus on the range of funding levels feasible and the key policy changes under debate.

On February 9, 2005 the House Transportation and Infrastructure Committee Leadership introduced H.R. 3 (Young), containing \$284 billion in guaranteed obligations, mirroring the Bush Administration's proposed FY 2006 budget. This represents an increase of \$73 billion or 35 percent in guaranteed obligations relative to TEA 21 and a 2 percent increase over last year's proposal, H.R. 3550. As of this writing, no Senate reauthorization bill has been introduced in the new session.

MTC's top priorities for reauthorization are as follows:

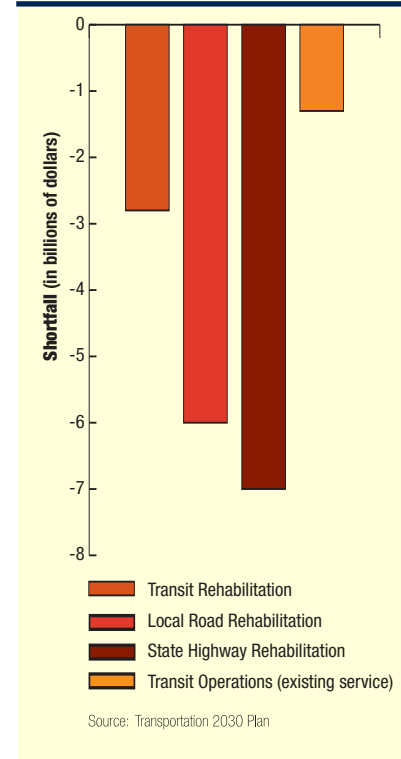
- Increase funding for the core programs to better meet our nation's growing infrastructure needs
- Protect the funding firewalls for both the transit and highway programs
- Preserve the flexibility and the program structure of TEA 21

Congress Must Increase Funding to Keep Pace with Growing Needs

The United States surface transportation system is in desperate need of additional federal investment. In California, our capital improvement program for transportation has virtually ground to a halt, with the exception of projects funded by locally approved tax increases. The chart at right shows the multi-billion shortfall the Bay Area faces just to maintain and operate our transportation system. For this reason, MTC continues to support a funding level as close as possible to last year's Senate proposal of \$318 billion over six years.

We congratulate Congress for taking the important step last year of directing all ethanol tax revenues to transportation and shifting the burden of ethanol tax credits from the Highway Trust Fund to the general fund. This action, combined with other changes to reduce fuel tax evasion, was included in the American Jobs Creation Act of 2004 (Public Law 108-357). According to the Congressional Budget Office, these changes will bring the Highway Trust Fund an additional \$20 billion over the next six years — including over \$2 billion in new funding to California.

Bay Area 25-Year Funding Shortfall



Maintain Funding Guarantees for Highways and Transit

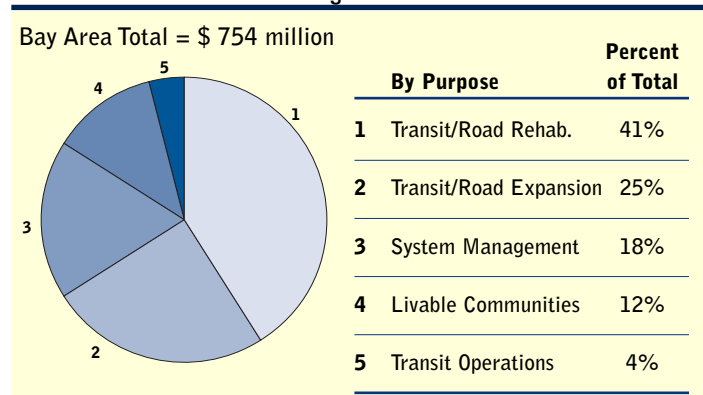
One of the most important policy provisions in TEA 21 was the protection of revenue from both the Highway Trust Fund and the general fund for both the highway and transit program. MTC strongly urges Congress to ensure that whatever the final funding level, all funding is fully guaranteed. If the general fund share of transit funding is not guaranteed, transit systems will be left to the vagaries of the appropriations process — and a fierce competition with other domestic priorities.

The Administration's latest reauthorization proposal would fund the New Starts program mostly from the general fund and the formula programs solely from the Mass Transit Account. This will protect the solvency of the Mass Transit Account, which is threatened by an accounting problem that results from split funding of the transit formula programs (i.e., funding programs from both the general fund and the Mass Transit Account). While certainly feasible, this solution must be accompanied by a guarantee of the general fund's share or it will jeopardize the future of the New Starts program.

Preserve the Flexibility and the Program Structure of TEA 21

The basic program structure enacted in the Intermodal Surface Transportation Efficiency Act (ISTEA) and TEA 21 has worked well for over a decade. In particular, the flexibility of the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) program funds has been critical in addressing the Bay Area's diverse, multi-modal needs. Indeed, a study by the Brookings Institution in 2000 found that between 1992 and 1999, California "flexed" 34 percent

TEA 21 STP and CMAQ Program



of its available STP/CMAQ funds to transit, or \$3.7 billion, the largest amount of any state and the fifth-highest percentage nationwide. This flexibility is empowering metropolitan areas to make investment choices tailored to their own unique needs, and must be preserved in the next surface transportation act.

Since 1998, the Bay Area's share of STP/CMAQ dollars has funded:

- TransLink®, our regional transit fare “smart card”
- 511, the Bay Area's traffic information service accessible on the phone or the Web
- Revitalized neighborhoods near transit, through our award-winning Transportation for Livable Communities program



Concentrate Funding Growth in the Core Formula Programs Consistent with the California Consensus Principles endorsed by transportation interests throughout the state, MTC urges Congress to direct new funding to the core highway and transit formula programs rather than creating new discretionary programs. The core programs provide the greatest flexibility to states and metropolitan areas, ensuring that federal funds are used where they are most needed.

Last year's Senate Bill (S. 1072) raised total funding by approximately 43 percent relative to TEA 21 guaranteed levels, while funding for the five core highway programs grew by an even greater 61 percent, as shown in the chart below. By contrast, this year's House bill (H.R. 3) proposes to shift much of its additional funding into new discretionary programs, such as Projects of National/Regional Significance. The result is that while total funding in H.R. 3 increases by 35 percent over TEA 21, funding for the core highway program would increase by only 19 percent, or roughly equivalent to the rate of inflation over the six-year period.

Comparison of House and Senate Core Program Funding

	TEA 21	S. 1072	Increase Over TEA 21	H.R. 3	Increase Over TEA 21
Interstate Maintenance Program	\$23,810	\$38,000	60%	\$27,614	16%
National Highway System	\$28,571	\$46,100	61%	\$33,137	16%
Bridge Program	\$20,430	\$32,500	59%	\$23,695	16%
Surface Transportation Program	\$33,333	\$47,900	44%	\$38,661	16%
Safety ¹	NA	\$7,900	NA	\$3,310	—
Congestion Mitigation/Air Quality Improvement Program	\$8,123	\$12,050	48%	\$9,389	16%
Core Highway Program Total²	\$114,266	\$184,450	61%	\$135,805	19%
Total Guaranteed Funding³	\$210,826	\$301,087	43%	\$289,990	35%

¹ In TEA 21, safety funding was provided as a 10% takedown from the Surface Transportation Program

² Amounts do not include funds distributed back to the core program per the minimum guarantee formula.

³ Amounts include total obligation authority for transit and highway program.

Changes to the Minimum Guarantee Must Not Compromise on Scope MTC supports requiring that the scope of the minimum guarantee capture all core highway program funding, as well as any new discretionary programs. The scope of the minimum guarantee under TEA 21 applied to formula funds and High Priority Projects, and covered approximately 93 percent of highway funding distributed to the states for construction activities. However, last year's House bill removed High Priority Projects and other new discretionary programs from the scope, while increasing the percentage of the minimum guarantee from 90.5 percent to 95 percent. The ultimate result was that the final guarantee would have applied to only 88 percent of authorized highway funds. As of this writing, the House has not yet released any details on minimum guarantee for H.R.3. However, it appears that the House Transportation and Infrastructure Committee Leadership intends to broaden the scope back to TEA 21 levels. We heartily support this proposal and urge the Senate to insist upon it during conference committee.

Freight Funding Should Be Strategically Focused The nation's freight needs may warrant a dedicated program, given the huge infrastructure improvements necessary to meet the projected growth in truck and rail traffic resulting from international trade. Should Congress opt to go this route, MTC recommends that funding be focused on the states and localities most affected by goods movement, based on specified criteria, such as container traffic volumes or proximity to ports.

Continue to Direct Transit Funding to the Most Congested Urban Areas

Without its extensive public transit system, the Bay Area would have far worse traffic congestion than it does today. According to the Texas Transportation Institute, delay caused by traffic congestion would grow by a whopping 60 percent, or 84 million hours a year. This makes sense when one considers that BART carries as many people as an entire deck of the San Francisco-Oakland Bay Bridge during commute hours. Federal support for the region's public transit system helped to carry almost 480 million passenger trips in FY 2002-03, the most recent year for which data are available.

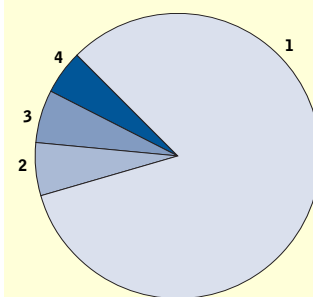
The current formulas for the federal transit program, which concentrate funding on transit systems that carry the most passengers, should be retained. This ensures that federal dollars are spent where they are needed most.

MTC also supports maintaining the current funding distribution between formula and capital programs: 40 percent Rail Modernization, 40 percent New Starts and 20 percent for Bus and Bus Facilities. We oppose proposals to broaden the eligibility of the New Starts program to non-fixed guideway projects, unless such a proposal is accompanied by a commensurate increase in funding to absorb the resulting additional demand for these funds.

TEA 21 provided the Bay Area with critically needed funds to maintain and expand our transit infrastructure. With a mature transit system in need of constant upkeep, the Bay Area spent the vast majority of its funds on rehabilitation, as shown in the chart at right.

TEA 21 FTA Formula Funding (Section 5307 and 5309)

Bay Area Total = \$ 1.4 billion



Increase State Flexibility to Test the Benefits of User Fees

In order to provide the option of a congestion-free commute for both motorists and transit riders using high-occupancy/toll (HOT) lanes, MTC supports a repeal of the current federal prohibition against tolls on Interstate highways, as proposed in last year's Senate bill. With special federal permission, Southern California roadways, and highways in Texas and Virginia, have successfully implemented variable pricing on HOT lanes. While TEA 21 included a Value Pricing Pilot Program that allowed for 15 demonstration projects nationwide, current law maintains a general prohibition on tolling Interstate highways.

The toll provisions in H.R. 3 do not go far enough. They merely allow the Secretary of Transportation to establish up to 25 projects nationwide, including any project already authorized under TEA 21. The continuation of the cap on the number of projects is overly restrictive, as are the eligible expenditures, which are limited to capital improvements to the toll facility, debt service and return on investment to bond holders. It is time to remove the general restriction and allow the toll revenues to be spent on both transit and highway improvements along the toll corridor.

Overall, MTC supports the following tolling provisions in the reauthorization of TEA 21 that provide needed flexibility for local project implementation:

- The federal prohibition on tolling on Interstates should be fully repealed.
- Tolls should be allowed for as long as they provide sufficient mobility benefits to the toll payers.
- Mass transit services and carpools should continue to have free access to HOT lanes.
- Transit capital and operating expenses should be an eligible expense.
- Conversion of carpool lanes to HOT lanes should not alter a region's funding level for FTA formula or fixed guideway modernization funding.

Bay Area Demonstration Project: Interstate 680 Sunol Grade

The San Francisco Bay Area is poised to develop its own variable toll lane project on Interstate 680 between State Routes 84 and 237 in Alameda County. Traffic has significantly increased in recent years along this 14-mile segment — known as the Sunol Grade. A new carpool lane was recently added but studies show that a high-occupancy toll or “HOT” lane will provide even more benefits than a carpool-only lane and is physically, operationally and financially feasible on I-680. Initial studies predict that the average speeds in the HOT lanes during peak hours will be 30 mph faster than in the regular freeway lanes. Over a 20-year period, HOT lanes in both directions along this segment are estimated to generate a net revenue of \$80 million, which



Interstate 15 HOT lanes in San Diego County during the afternoon commute

could be used for improvements along the corridor. The project was initially authorized in TEA 21 as a congestion pricing pilot project and was recently given the green light in state law by Chapter 418, Statutes of 2004 (AB 2032, Dutra).

Notes



Section II

San Francisco Bay Area FY2006 Funding Requests

San Francisco Bay Area's Transit Expansion Program

Regional Agreements Key to the Bay Area's Long Success in Discretionary Transit Funding

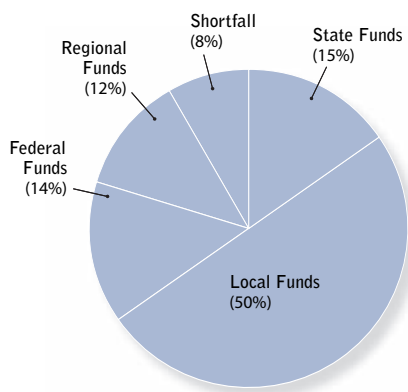
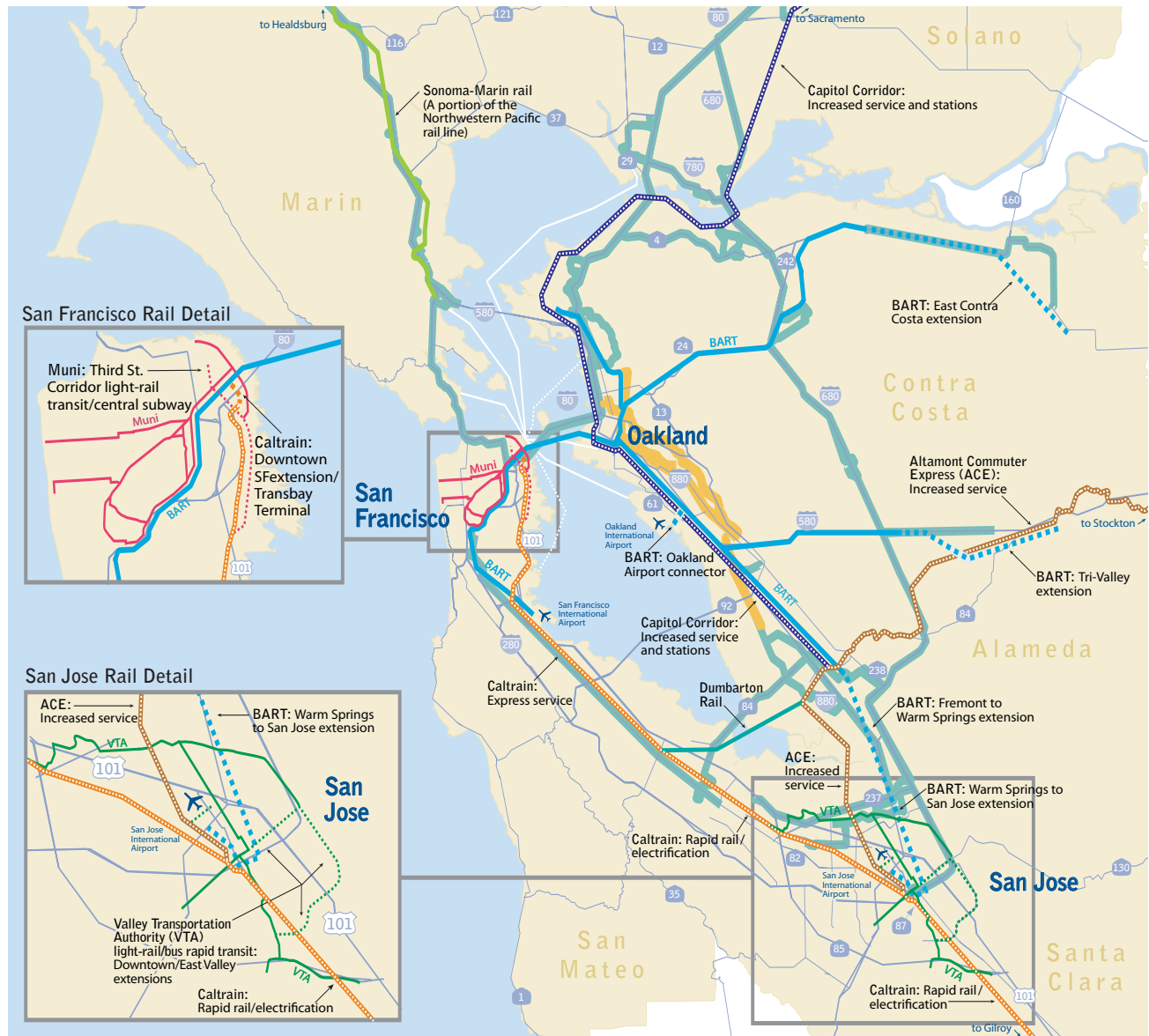
MTC Resolution 1876: The Bay Area region's first rail expansion program, adopted in 1988, was a \$4.1 billion undertaking, 70 percent of which was funded with state and local resources, to extend a total of five rail lines. Two of these rail extensions were funded with federal New Starts funds authorized in both the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the 21st Century (TEA 21). The projects were the Bay Area Rapid Transit District (BART) extension to the San Francisco International Airport (SFO) and an extension of the Santa Clara Valley Transportation Authority (VTA) Tasman light-rail line. The Tasman project was opened in December 1999, and the BART-to-SFO project opened in June 2003.

MTC Resolution 3434: In December 2001, MTC adopted Resolution 3434, establishing the next generation of regional transit expansions. Following in the footsteps of its landmark predecessor, Resolution 3434 will continue the Bay Area's approach of seeking federal discretionary funds with regional consensus and a local funding overmatch of 80% non-federal revenue. Resolution 3434 identifies nine new rail extensions, only two of which are seeking federal New Starts funds — San Francisco Muni's Third Street Light-Rail Phase 2/New Central Subway and the Silicon Valley Rapid Transit Corridor.

Resolution 3434 included support for highway funding requests: At the time of the passage of Resolution 3434, the region recognized that the transit expansion program largely served central and southern areas of the region, and not the four northern Bay Area counties (Marin, Napa, Solano and Sonoma). At the same time, MTC expressed regional support for High Priority Project Program funding requests in TEA 21 reauthorization for the following highway projects in these four counties as part of the adoption of Resolution 3434: the Interstate 680/Interstate 80 interchange, the Jamieson Canyon Road project, and the U.S. Highway 101 Marin/Sonoma Novato Narrows project.



Resolution 3434: Map of Projects



Total:	\$11.8 billion	(2004 \$)
Local Funds	\$5.9 billion	
State Funds	\$1.8 billion	
Federal Funds	\$1.7 billion	
Regional Funds	\$1.4 billion	
Shortfall	\$981 million	

Legend

- ACE / service upgrade
- Amtrak Capitols / service upgrade
- BART — existing
- BART extension
- Caltrain / service upgrade
- Caltrain extension
- Express bus route
- AC Transit rapid bus
- Ferry — existing / proposed
- Muni light rail — existing
- Muni light-rail extension
- Sonoma-Marín rail
- VTA light rail — existing
- VTA light-rail extension

MTC/jb — 2/19/04

Note: Percentages do not sum due to rounding

The San Francisco Bay Area's New Starts Program

FY 2006 Funding Requests

- **BART Extension to San Francisco International Airport:**
\$82.7 million to reimburse BART for completed construction. This is the Bay Area's top New Starts priority, and regional support for funding of remaining projects is subject to fulfilling the final installment of BART's Full Funding Grant Agreement.
- **San Francisco Muni Third Street Light-Rail Transit Phase 2/Central Subway:**
\$20 million for preliminary engineering
- **Silicon Valley Rapid Transit Corridor:**
\$10 million for preliminary engineering

BART Extension to San Francisco International Airport

BART opened its extension to San Francisco International Airport in June 2003 to lower-than-expected ridership levels due to the lingering effects of the region's economic recession. With the economy on the mend in FY 2005, the extension is on track to carry 10 percent more riders than the prior fiscal year. The 8.7-mile addition to the existing 95 miles of BART tracks includes new stations in South San Francisco, San Bruno and Millbrae as well as San Francisco International Airport. It brings rail rapid transit to the region's gateway to the Pacific Rim, and makes possible regional rail travel through a convenient, cross-platform transfer with Caltrain, an 80-mile commuter rail line from San Francisco through San Jose to Gilroy, serving the Silicon Valley. With the extension complete, San Francisco joins the list of world-class cities that have direct rail access to their airports.



BART



BART



John A. Benson



BART

The completed BART/Caltrain intermodal station in Millbrae (left) and the BART-SFO airport station (right) are growing in popularity.

The San Francisco Bay Area's New Starts Program (continued)

Muni Third Street Light-Rail Transit (LRT) Phase 2/Central Subway

Authorized for funding in TEA 21, the Third Street light-rail transit (LRT) line is a two-phase project that will connect long isolated lower-income communities in southeastern San Francisco to the city's established civic, business, retail and cultural centers. Once open, the light-rail line is expected to provide over 60,000 trips per day. The project will bring improved travel time, access, reliability, passenger comfort and transit connections in the Third Street corridor.

Phase 1 (Initial Operating Segment) will extend light-rail service 5.4 miles south from its current terminus near the SBC Park at Fourth and King streets, providing 19 new stops. The line will ultimately terminate at an intermodal station, allowing passengers to easily transfer to the Caltrain commuter rail system. Construction of this phase of the light-rail project is 85% complete, and the line is expected to open for service in winter 2005–06.



Muni Third Street LRT-Phase 1, Bayshore Boulevard in Visitacion Valley



Proposed new Central Subway tunnel

Phase 2 (Central Subway) will add 1.7 miles of light-rail track and take Third Street trains from Fourth and King underground to Union Square and Chinatown. A total of four subway stations and one surface station will be built. Congress has awarded \$20.5 million in New Starts funds through FY 2005 for this work and the project received a "recommended" rating in the Federal Transit Administration's FY 2006 Annual New Starts Report. Phase 2 is currently in preliminary engineering and is expected to open for service in 2012.

The Third Street LRT project is supported by a financial plan that includes a significant amount of state and local funding. Funding for Phase 1 includes over \$500 million in state and local funds; Phase 2 will seek \$472 million (in 2004 dollars) in federal New Starts funds to combine with \$222 million in state and local funds. New Starts funds will comprise 37 percent of overall project funding, with non-federal (state and local) funds providing most of the remaining share. Project costs in millions of 2004 dollars are as follows:

Source of Capital Funds (in millions 2004 \$)	Phase 1	Phase 2 ¹	Total	Percent of Total Project Cost
Local Sales Tax Funds	\$341	\$126*	\$ 467	37%
State Funds	190*	96	286	22%
Federal New Starts Funds	0	472	472	37%
Other Federal Funds	54	0	54	4%
Total	\$585	\$694	\$1,279	100%

¹ The preliminary revised cost for the Muni Third Street Light Rail Phase 2/Central Subway per the FY 2006 FTA Annual New Starts Report is \$865 million in 2004\$. Confirmation of an updated cost is pending selection of a new locally preferred alternative in Spring 2005. The cost shown above is from MTC's long-range Transportation 2030 Plan.

* State/local fund swap

Bus and Ferry Transit Expansion

Rapid Bus Expansion Is Integral To a Balanced System

The Bay Area's new regional transit expansion program includes a significant express bus and bus rapid transit element. MTC supports discretionary Section 5309 funding or funding from the High Priority Projects Program for AC Transit Rapid Bus projects in the Berkeley/Oakland/San Leandro and the Hesperian/Foothill/MacArthur corridors.

By applying state-of-the-art Rapid Bus improvements to these corridors, AC Transit will greatly enhance mobility and accessibility for the over 500,000 residents who live within one-quarter mile of the corridors, 67 percent of whom are transit dependent, and will assist in revitalizing these densely populated urban areas.

Ferryboat Discretionary Funding Should Be Increased

MTC joins the American Public Transportation Association in seeking increased funding for the Ferryboat Discretionary Program. We support the language in the House bill, H.R. 3, to increase guaranteed funding for the Ferry Boat Discretionary (FBD) program from the current \$38 million to \$75 million per year. We also are very supportive of efforts by Senators Patty Murray and Barbara Boxer to increase funding for the FBD to \$120 million annually. The Bay Area's ferry system is already the fourth-largest urban commute ferry system in the country, behind New York, New Jersey and Seattle.

Ferry transit will become even more attractive as traffic congestion increases on Bay Area roads and bridges, and convenient and reliable public transit alternatives are sought. Recognizing this, the state Legislature created the San Francisco Bay Area Water Transit Authority (WTA), to develop a comprehensive plan to expand the Bay Area's ferry system. In 2004, Bay Area voters approved a \$1 toll increase on our seven state-owned toll bridges which provides a substantial infusion of dedicated funds for ferries. Additional federal funds would allow the capital improvements needed to maximize waterborne transportation in the Bay Area.



AC Transit

AC Transit Rapid Bus service along San Pablo Avenue has decreased travel time in the 14-mile corridor by 17 percent and increased ridership by 35 percent.



GGBHTD

High-speed ferry operated by Golden Gate Bridge, Highway and Transportation District

Federal Transit Administration Discretionary Programs

Bus and Bus Facilities Program

FTA Section 5309

These requests assume the continuation of the Bus and Bus Facilities Program in the new federal transportation bill, which MTC supports. This program provides a vital source of revenue for the region's growing bus service. Bay Area project sponsors, in partnership with MTC, are seeking the following funding from the FTA discretionary programs.

Sponsor	Project	Amount
AC Transit	Bus Rapid Transit Corridor	\$6,000,000

AC Transit seeks funding for capital improvements along the Telegraph Avenue/International Boulevard/East 14th Street Bus Rapid Transit Corridor. This is consistent with MTC's Regional Transit Expansion Policy (Resolution 3434), which identified AC Transit's Bus Rapid Transit Corridors project as the region's top priority for Section 5309 bus funds.

Sponsor	Project	Amount
Eastern Contra Costa Transit Authority (Tri Delta Transit)	Park-and-ride lots	\$2,400,000

Tri Delta requests funds to purchase land and make improvements to park-and-ride lots serving the eastern towns and cities of Contra Costa County, including Antioch, Bethel Island, Brentwood, Byron, Discovery Bay, Knightsen and Oakley. These lots will be the origin/destination point for trips heading west to the greater San Francisco Bay Area, south to the Livermore and Silicon valleys, or to the Amtrak station.

Sponsor	Project	Amount
Livermore/Amador Valley Transit Authority (LAVTA); County Connection	Maintenance/Operations Facility	\$1,200,000

The Livermore/Amador Valley Transit Authority requests funds to develop nine acres of land for a bus storage and maintenance facility that would be shared with the County Connection, bringing about significant cost savings.

Sponsor	Project	Amount
MTC	Ed Roberts Campus	\$5,000,000

MTC requests funds to help build a model intermodal transit center on the parking lot of the Ashby BART station in Berkeley for people with disabilities. The facility will have state-of-the-art accessibility features, individualized travel information and one-stop access to health, education and employment services and programs. The Ed Roberts Campus is a successful public/private partnership involving multiple nonprofit and public agencies as well as the private sector.

Sponsor	Project	Amount
San Mateo County Transit District (SamTrans)	Revenue Collection System	\$4,500,000

SamTrans requests funds to replace its outdated vehicle fareboxes with a more modern electronic system. The new equipment will offer versatility and convenience to all customers by allowing payment of fares with credit cards and TransLink® smart cards, as well as cash. Transactions will be electronically recorded for more accurate counting, increased security, and protection against theft.

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority	New Paratransit Vehicles	\$1,500,000

The Santa Clara Valley Transportation Authority (VTA) requests funds to purchase new vehicles to accommodate the increasing demand for paratransit services provided by VTA in accordance with the federal Americans With Disabilities Act (ADA).

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority	Low-Floor Articulated Vehicles	\$2,300,000

VTA requests funds to purchase low-floor articulated buses to increase passenger capacity, relieve overcrowding conditions on vehicles and enhance vehicle accessibility along VTA's Line 22 bus route, the most heavily used route in VTA's bus system.

Sponsor	Project	Amount
Solano Transportation Authority and the cities of Fairfield and Vacaville	Fairfield/Vacaville Train Station	\$2,500,000

Solano Transportation Authority and the cities of Fairfield and Vacaville jointly request funds to build a train station that would integrate bus and train service, while providing enhanced bicycle and pedestrian access for the Fairfield and Vacaville communities.

Sponsor	Project	Amount
Solano Transportation Authority and Vallejo Transit	Vallejo Station	\$4,000,000

Solano Transportation Authority and Vallejo Transit request funds to assist in the construction of an intermodal transit hub at its downtown/waterfront redevelopment area. Expanded bus and ferry service will support high-density residential and mixed-use development.

Sponsor	Project	Amount
West Contra Costa Transit Authority (WestCat)	Over-the-road coach purchase	\$2,000,000

The WestCAT requests funds to purchase four over-the-road coaches to provide express bus service along the heavily congested Interstate 80, between Hercules and the San Francisco Transbay Terminal. The service will make use of the High-Occupancy-Vehicle (HOV) lane infrastructure already in place from Hercules to the Bay Bridge along I-80.

Clean Fuels Program

These requests assume the continuation of the Clean Fuels Program in the new federal transportation bill. They are also eligible for funding under the Bus and Bus Facilities Program but are listed here to emphasize their focus on clean fuel.

Sponsor	Project	Amount
San Francisco Municipal Railway (Muni)	Islais Creek Maintenance Facility	\$5,000,000

Muni has embarked on an alternative fuels implementation program to reduce pollution and improve air quality for all residents of the Bay Area. Muni requests funds to implement this project, including modifications to the future Islais Creek maintenance facility. The facility will include parking for 135 Muni buses, and buildings for operations and maintenance personnel, service bays, and vehicle fueling and washing.

Sponsor	Project	Amount
San Francisco Municipal Railway (Muni)	Hybrid Bus Procurement	\$2,000,000

Muni requests funds to purchase hybrid vehicles to replace its 56 forty-foot diesel buses with hybrid vehicles. These vehicles will be maintained at the above-described Islais Creek facility.

Sponsor	Project	Amount
San Mateo County Transit District/Santa Clara Valley Transportation Authority (VTA)	Zero-Emission Bus Demonstration Program	\$400,000

The San Mateo County Transit District and VTA jointly request \$400,000 in funds to launch a fuel cell demonstration program. This innovative program will test the viability of hydrogen-powered fuel cell vehicles in day-to-day transit service.

Sponsor	Project	Amount
Sonoma County Transit	Purchase eight compressed natural gas (CNG) coaches	\$2,200,000

Sonoma County Transit requests funding for the replacement of eight 40-foot compressed natural gas (CNG) powered transit coaches. This project will begin replacement of Sonoma County Transit's first generation CNG coaches when fully depreciated per FTA guidelines. Over 95 percent of Sonoma County Transit's heavy-duty bus fleet is powered by natural gas.

Jobs Access and Reverse Commute Program

By creating the federal Jobs Access and Reverse Commute (JARC) program, TEA 21 provided a funding program to address the transportation-related mandates included in the 1996 federal welfare reform legislation. Since the passage of this legislation, MTC has adopted a regional welfare-to-work transportation plan based on those developed by individual counties. The Transportation 2030 Plan identifies transportation barriers welfare recipients face in transitioning from welfare to work, and recommends projects that will reduce or eliminate these barriers.

Sponsor	Project	Amount
AC Transit	Bus Service	\$6,000,000

AC Transit seeks funds for bus service to continue to provide job access and welfare-to-work transit that has been implemented under past competitive JARC grants and direct appropriations.

Sponsor	Project	Amount
Central Contra Costa Transportation Authority	Monument Corridor Access to Health Care	\$800,000

The Central Contra Costa Transportation Authority (County Connection) requests funds to develop and operate a bus route that will provide direct service from the Monument Corridor in Concord to key medical facilities and Diablo Valley College so that parents can get children to health care without having to take a full day off work to do so; provide transportation to health care jobs at key medical facilities; and provide transportation to health care career training programs at Diablo Valley College in Pleasant Hill.

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority/County of Santa Clara	Guaranteed Ride Program	\$400,000

To assist welfare recipients with their transition to employment, Santa Clara VTA seeks funds to provide CalWORKS recipients with a guaranteed ride when their regular transportation mode is not available. By serving as a transportation safety net, the program enables CalWORKS recipients to avoid mobility problems that could harm their ability to stay employed.

Federal Highway Administration Discretionary Programs

Federal Highway Administration

Discretionary Programs

TEA 21 created 12 special discretionary programs within the Federal Highway Administration (FHWA), each with its own eligibility and selection criteria. Assuming the continuation of these programs in the successor to TEA 21, Bay Area project sponsors, in partnership with MTC, are seeking funding from the following FHWA discretionary programs:

- Bridge Discretionary
- Intelligent Transportation Systems
- Public Lands Highways
- Transportation and Community and System Preservation Pilot Program

Bridge Discretionary

Replacement, rehabilitation or seismic retrofit of major bridges

Sponsor	Project	Amount
Golden Gate Bridge, Highway and Transportation District	Golden Gate Bridge seismic retrofit	\$25,000,000

The Golden Gate Bridge is a world-renowned engineering masterpiece, a major 20th century American achievement, and a symbol of the state of California to millions across the country and the world.

Casting a shadow on this symbol, however, is its vulnerability to earthquakes. To make the bridge seismically safe, a retrofit program costing approximately \$402 million — a bargain compared to an estimated \$2.1 billion to build a new structure — is now under way. This project includes strengthening and tuning the structure to withstand an 8.3 magnitude earthquake — a maximum credible event. Retrofit measures will be applied to the concrete piers, the towers and to the approach structures. Discretionary federal investment in project construction currently totals \$100 million. State funds in the amount of \$50 million as well as \$71 million in local toll funds have been committed to the project to date. In 2000, MTC committed \$26 million of flexible TEA 21 funds generated by the Revenue Aligned Budget Authority dividend to this project.



Golden Gate Bridge

GGBHTD

Intelligent Transportation Systems

Under TEA 21, the Intelligent Transportation System (ITS) program provided for the research, development and operational testing of system management technologies aimed at reducing congestion, improving safety, increasing the operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand.

Sponsor	Project	Amount
AC Transit	Bus Rapid Transit Corridor Technology	\$2,000,000
AC Transit requests funds to upgrade technology to improve customer information, increase operational efficiency and decrease travel time along critical Bus Rapid Transit corridors.		

Sponsor	Project	Amount
Caltrain	Train Tracking Information System	\$3,000,000
Caltrain requests funds to develop a global positioning system-based train tracking system to provide real-time train location and arrival information to passengers waiting at station platforms. The information will be available from visual messaging signs and the digital public address systems at Caltrain stations. The system also will monitor actual versus scheduled arrival times at every station to help improve on-time performance.		

Sponsor	Project	Amount
Port of Oakland	Integrated freight ITS public/private partnership	\$5,750,000
The Port of Oakland, in partnership with the Alameda County Congestion Management Agency, Bay Area World Trade Center and MTC, requests funds to integrate and expand the 511 traffic information system and East Bay Smart Corridors program to give freight haulers direct access to current traffic information on Bay Area freeways, local parallel arterials and Port of Oakland roadways; expand incident management coverage along I-880; provide access to various "bulletin boards" for tracking and reserving empty containers; and provide pick up/delivery appointments at the Port.		

Sponsor	Project	Amount
San Francisco Municipal Transportation Authority (SFMTA)	SFgo-Intelligent Transportation System Integration	\$2,000,000
San Francisco Municipal Transportation Authority seeks ITS funds for its SFgo Program, a citywide transportation management system that will gather real-time information on current traffic flow and congestion on local streets, process and analyze this information, respond to changes in roadway conditions, and provide traveler information to the public. This project includes building the communications network, software enhancements and development of operations, training and maintenance procedures.		

Public Lands Highways

Any transportation project eligible for federal highway assistance that is within, adjacent to, or provides access to federal public land areas

Sponsor	Project	Amount
Marin County	Access Improvements to Golden Gate National Recreation Area	\$2,000,000
Marin County requests funds to construct a multimodal transfer and parking facility at the Manzanita interchange (State Route 1 and U.S. 101) and development of a shuttle bus system serving visitors to Golden Gate National Recreation Area sites along the State Route 1 corridor in Marin County.		

Sponsor	Project	Amount
City and County of San Francisco	Doyle Drive Replacement	\$5,000,000
Traversing Presidio National Park, Doyle Drive is the primary route from San Francisco to the Golden Gate Bridge and the northern counties of Marin and Sonoma. This funding will enable completion of detailed engineering for construction of this roadway, which will facilitate direct transit service into the Presidio. The funding would complement \$230 million in local and state funding commitments to the project.		

Transportation and Community and System Preservation Pilot Program

Provides funding to state and local governments to develop innovative strategies that use transportation resources to build livable communities

Sponsor	Project	Amount
Contra Costa County	North Richmond Circulation Improvement Project	\$1,000,000

Contra Costa County requests funds for planning, community outreach, engineering, environmental clearance and construction of two projects in North Richmond: a pedestrian/bicycle overcrossing of two sets of railroad tracks and development of a new road system to provide truck access between businesses and Richmond Parkway.

Sponsor	Project	Amount
Marin County	Coyote Creek Bridge Replacement	\$2,000,000

Marin County requests funds to replace the Coyote Creek Bridge, consistent with the joint Marin County/National Park Service comprehensive transportation plan for public lands along State Route 1. The new bridge will improve access to an existing trail beneath the bridge for pedestrians, equestrians, and bicyclists and will provide increased lane capacity on the bridge itself to accommodate heavy traffic along State Route 1.

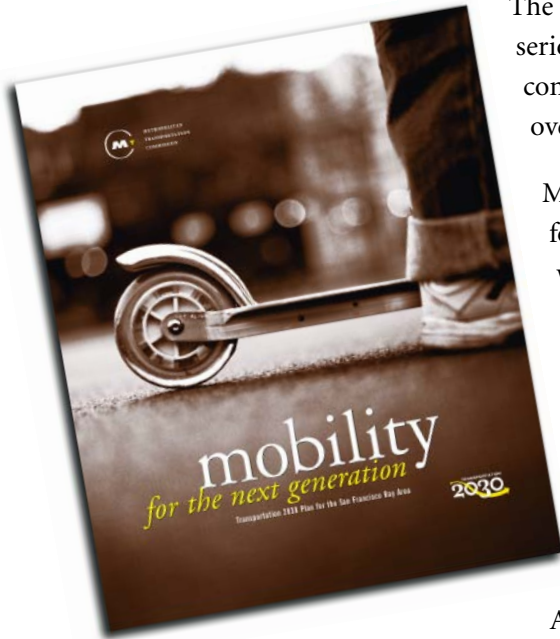


Section III

Delivering Services and Connecting Communities

Transportation 2030: Mobility for the Next Generation

MTC recently updated the Bay Area's long-range transportation plan — Transportation 2030 — a comprehensive roadmap to guide the development of mass transit, highway, airport, seaport, bicycle and pedestrian facilities over the next 25 years.



The Bay Area's surface transportation system is poorly maintained, seriously overcrowded at peak hours and woefully underfunded. These conditions have been decades in the making and cannot be reversed overnight. But they can be changed.

MTC's Transportation 2030 Plan charts a 25-year course for transforming the Bay Area's transportation system and fulfilling a vision in which potholes on the streets are rare exceptions; in which the region's bridges prove mightier than the strongest earthquake; in which real-time information about conditions on every highway and transit route in the region is available on demand; and in which carefully selected additions — including the Resolution 3434 transit extensions and unclogging notorious highway bottlenecks like the Caldecott Tunnel, the Novato Narrows and the Cordelia Junction — are made to the Bay Area transportation network.

A trio of investment themes forms the framework around the plan: adequate maintenance, system efficiency and strategic expansion.

The 2030 Plan shows how these themes translate into investments in specific programs and projects. Some 60 “Calls to Action” envision how MTC — together with the Bay Area public and local, state and federal decision-makers — can advance these programs and projects by mining a new funding source, enacting a new law or eliminating an impediment to progress. A sampling includes:

- Conditioning local road maintenance and transit rehabilitation funds to ensure maintenance of effort and efficiencies
- Strengthening Proposition 42 (the measure dedicating gasoline sales tax revenues to transportation) so that it cannot be routinely suspended
- Pursuing functional consolidation or institutional merging of transit operators
- Indexing the gas tax to inflation



Peter Beeler

A Transportation 2030 stakeholder weighs in

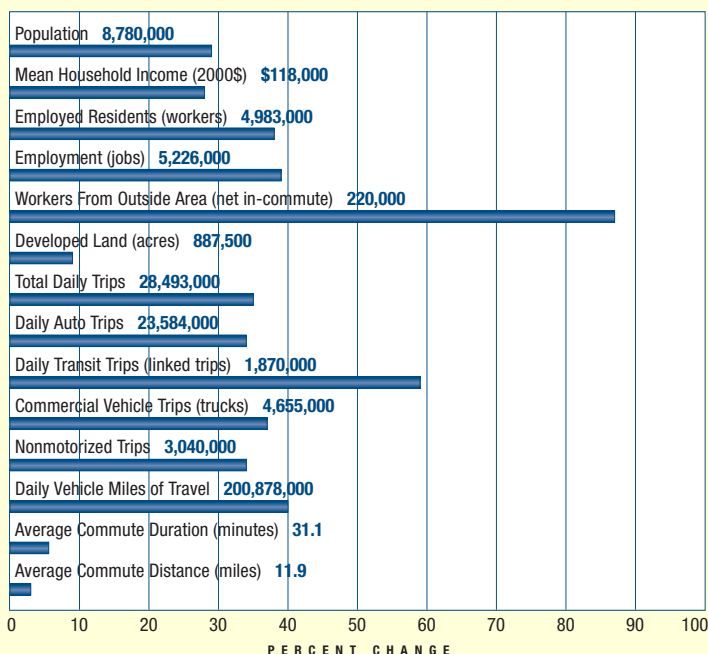


Joyce Benna

Transportation 2030 public outreach meeting

Regional Demographic and Transportation Indicators

Bay Area Total in 2030 and Percent Change from 2000



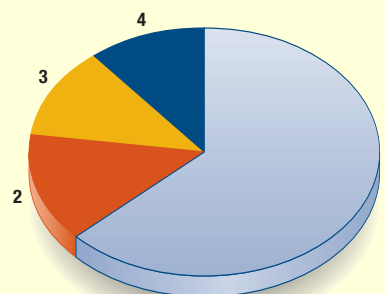
Source: MTC travel forecasts and ABAG Projections 2003

- Encouraging community-based planning and investments for transit-dependent populations
- Implementing a coordinated, regional system of transit transfer hubs
- Conditioning transit expansion funds on supportive land uses
- Launching a regional High-Occupancy/Toll (HOT) lane network

The Transportation 2030 Plan also establishes several new funding programs, including a new Lifeline Mobility Program to improve access to transportation services in low-income communities, a Regional Bicycle/Pedestrian program and a Regional Freeway Operations program.

Projected 25-Year Revenues

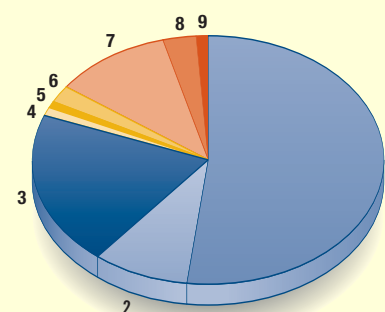
Financially Constrained Element



	Billions of Dollars	Percent of Total
1 Local	\$75	64%
2 Regional	\$16	13%
3 State	\$14	12%
4 Federal	\$13	11%
Total	\$118	100%

Transportation 2030 Plan Expenditures

Financially Constrained Element



	Billions of Dollars	Percent of Total
Adequate Maintenance		
1 Transit	\$61	51%
2 Highway	\$10	9%
3 Local Roads	\$23	20%
System Efficiency		
4 Transit	\$2	1%
5 Highway	\$1	1%
6 Local Roads	\$2	2%
Strategic Expansion		
7 Transit	\$13	11%
8 Highway	\$5	4%
9 Local Roads	\$1	1%
Total	\$118	100%

System Efficiency: Squeezing Better Mileage from Existing Resources

In an era of limited resources, MTC has placed a priority on a series of successful programs that make it easier, safer and more convenient to use the Bay Area's existing transportation network to get around — whether by car, transit, bike or foot.

➤ Bay Area Tollpayers Get on the FasTrak™

Acting as the Bay Area Toll Authority, MTC in early 2004 assumed responsibility from Caltrans for operation of the FasTrak™ system on the region's seven state-owned toll bridges. To promote electronic toll collection, MTC gave FasTrak™ users a four-month reprieve from the \$1 toll hike that went into effect July 1, 2004 following voters' approval of the Regional Measure 2 traffic relief program.

The temporary toll discount, plus aggressive marketing, online enrollment and an expanded number of FasTrak™-only lanes, sparked an unprecedented enrollment surge, with the number of FasTrak™ accounts jumping by more than 80,000, or nearly 40 percent, in the six months from May 1 through October 31. This resulted in a corresponding increase in FasTrak™ traffic on Bay Area bridges.

MTC is now working with the Golden Gate Bridge, Highway and Transportation District to create a single regional center that will merge the FasTrak™ customer service centers for the state-owned bridges and the Golden Gate Bridge. The Regional FasTrak™ Customer Service Center is expected to be in operation in summer 2005



FasTrak® lanes at Carquinez Bridge

➤ TransLink® Moves into Full Swing

The TransLink® transit-fare smart card is the thread that will stitch together the Bay Area's nearly two dozen transit systems into a seamless, passenger-friendly network. A proven success through a test phase that began in 2002, TransLink® has been approved for installation by AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and the Santa Clara Valley Transportation Authority. Full system installation begins in late 2005.

The powerful, versatile and distinctive TransLink® card:

- Eliminates the need for exact change and/or multiple transit passes
- Automatically grants transfers and calculates appropriate discounts
- Improves service planning, marketing and financial accounting
- Allows faster boarding



➤ Travel Information As Easy As 5-1-1

MTC's award-winning 511 traveler information service is a joint effort with Caltrans, the California Highway Patrol and dozens of other partners to provide current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options. The toll-free service is a hit with Bay Area travelers, receiving its 5 millionth phone call in December 2004, just two years after the system's debut.

The Bay Area 511 system — which generates more than 75,000 calls and hundreds of thousands of Web hits each week — boasts a range of services and innovations. Among the latest innovations is 511 Driving Times™, which uses several high-tech systems — including FasTrak™ electronic toll collection transponders — to calculate current travel times

along the Bay Area freeway network. The 511 Transit page at www.511.org is home to the popular 511 transit trip planning and information service, which is accessed by more than 700,000 computers and generates more than 200,000 personalized trip itineraries each month.

The Bay Area 511 system was recognized last year by the Intelligent Transportation Society of America as the “Best New Product, Service or Application” for 2003. It also received a 2003 California Department of Transportation Award for transportation management, the 2003 Innovation Award from the American Public Transportation Association,

and the Best Public Innovation and Best Partnership Awards from the California Alliance for Advanced Transportation Systems.



Rachel Garcia, 511's five millionth caller

Peter Beeler



The 511 Transit Web page

➤ Freeway Service Patrol Aids Stranded Motorists

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks that patrols more than 450 miles of the region's most congested freeways. Since roughly half of all congestion is incident-related, timely response to accidents and stalled vehicles translates into significant time savings for motorists. The FSP is financed with federal, state and local monies. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties.

"Yesterday morning I blew my left rear tire, and was stranded on the freeway when a guardian angel by the name of Steve stopped to assist me...I can't tell you how much I appreciated his assistance. Thank you again for having this wonderful service"

— Voicemail received 10-20-04

➤ Call Box Service Offers a Safety Net

In partnership with the California Highway Patrol and Caltrans, MTC operates some 2,600 call boxes on more than 1,100 miles of highways and expressways in the Bay Area, allowing motorists to report a road hazard, flat tire or mechanical breakdown.



Some 3,000 motorists each month take advantage of the Bay Area's roadside call boxes.



FSP provided more than 135,000 assists in 2004.

George Draper

Smart Growth Initiatives: Community Focus Sharpens Vision

MTC's smart growth initiatives provide direct financial incentives for cities and counties to make land-use decisions that support infill and transit-oriented development.

➤ Transportation for Livable Communities/Housing Incentive Program

MTC has invested close to \$75 million to date in strengthening the link between transportation and land-use decisions. And the Commission recently pledged to triple the annual funding levels for the ground-breaking program described below.

MTC's Transportation for Livable Communities (TLC) program provides grants to community-oriented transportation projects that bolster land use/transportation integration. To date, TLC has:

- Awarded 67 planning grants of up to \$75,000 per project for community planning and technical assistance support
- Awarded 70 capital grants of up to \$3 million per project for the design and construction of pedestrian-, bicycle- and transit-oriented projects

Building on the success of its TLC Program, MTC launched the Housing Incentive Program (HIP) to provide project funds as seed money for local jurisdictions that provide new compact housing near existing transit facilities. HIP grants are keyed to project densities — the more units per acre, the higher the grant amount, with affordable units earning a bonus.

A “Bottom-Up” Approach

MTC's effort to better integrate transportation and land-use planning in the Bay Area also is moving forward through a joint initiative with the region's county congestion management agencies (CMAs). Known as Transportation Planning and Land-Use Solutions (or T-PLUS for short), the project provides financial support to CMAs to explore ways their county can support or benefit from:

- County-level TLC and HIP initiatives



Annie Young



Evelyn Johnson

The Fruitvale Transit Village BART Station has become a model for successful transit-oriented development.

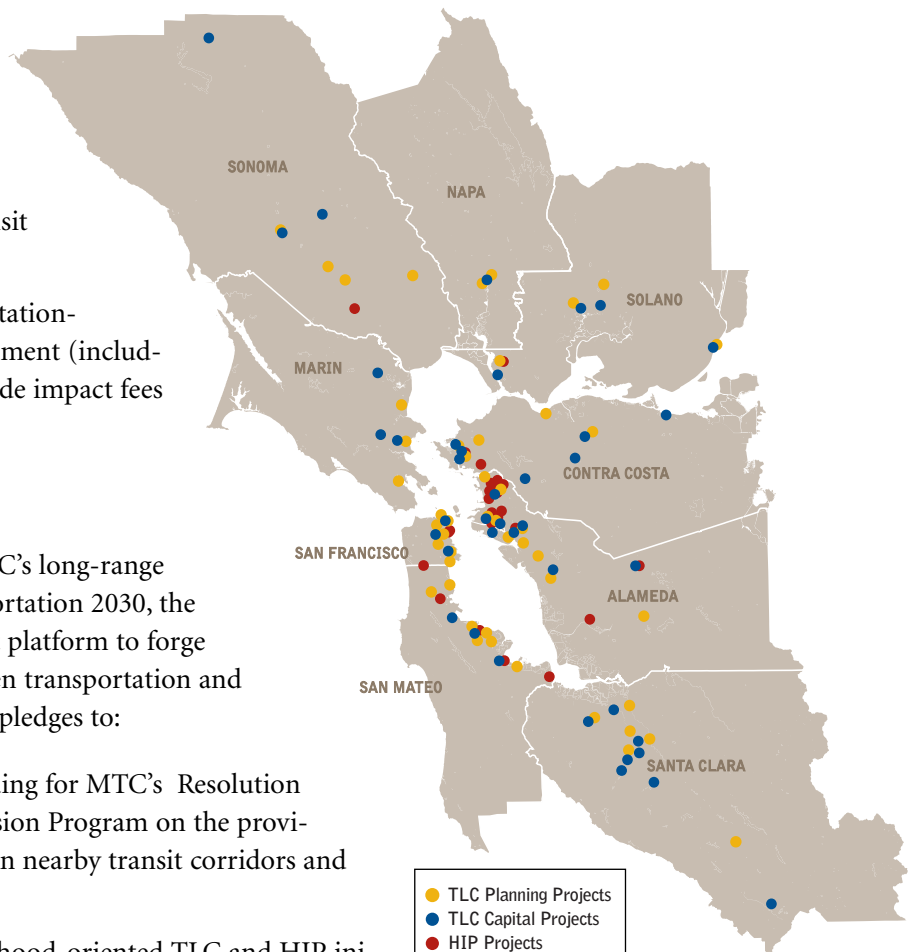
- Implementing the recommendations of the Smart Growth Strategy/Regional Livability Footprint project
- Pursuing development that supports MTC's Regional Transit Expansion Program
- Programs to mitigate transportation-related impacts on the environment (including local ordinances, countywide impact fees or mitigation banks)

MTC Grants Promote Smart Growth

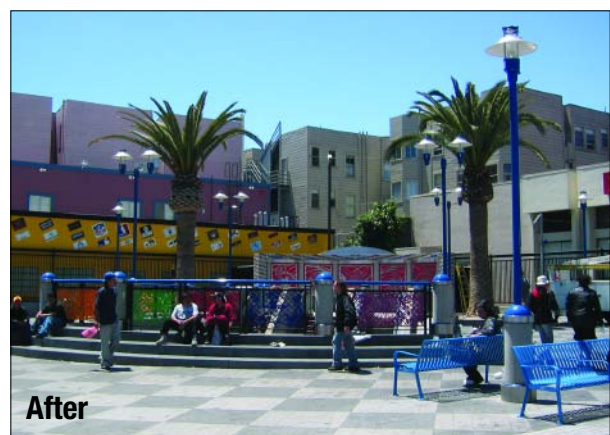
Regional Solutions

In December 2003, as part of MTC's long-range planning effort known as Transportation 2030, the Commission adopted a five-point platform to forge even stronger connections between transportation and land-use decisions. The platform pledges to:

- Condition discretionary funding for MTC's Resolution 3434 Regional Transit Expansion Program on the provision of supportive land uses in nearby transit corridors and stations
- Supplement MTC's neighborhood-oriented TLC and HIP initiatives with planning incentives that support a broader set of land-use objectives, such as specific plans for transit-oriented and infill development
- Support improved transportation/land-use development outside of major transit commute corridors
- Better coordinate transportation and land-use planning with adjoining regions such as the Central Valley and greater Sacramento area



Over the past five years, MTC has allocated more than \$2.7 million in TLC planning grants and committed more than \$70 million for TLC capital and HIP projects around the Bay Area.



Clark Wilson, Community Design + Architecture

The 16th/Mission BART station received a TLC grant to make these improvements which make the BART station area an integral part of the community.

Equitable Access to Transportation: Extending The Vision to Every Bay Area Community

MTC continues its efforts to advance mobility and enhance well-being for low-income, elderly and disabled residents throughout the Bay Area.

➤ Lifeline Transportation Network

In adopting spending parameters for its 25-year Transportation 2030 Plan in December 2003, MTC reserved \$216 million in anticipated transit operating funds as a “down payment” for a Lifeline Transportation Network that serves low-income, elderly and disabled residents. MTC is advocating for additional operating funding to more fully cover the basic transportation needs of the region’s most vulnerable populations, whether through fixed-route transit service, carsharing, shuttles or other programs.



Amy Franjesevic

➤ Community Transportation Plans

Working in partnership with county congestion management agencies, community organizations and residents, MTC is funding community transportation plans in low-income areas around the Bay Area. These plans will be used to inform planning and investment decisions at all levels of government. The first plans were completed in 2004 in the communities of Ashland/Cherryland (in unincorporated Alameda County), Dixon, East Palo Alto, Napa, North Richmond/San Pablo, and South Hayward. The second round of planning is underway in San Francisco’s Civic Center, San Rafael’s Canal District, Gilroy, Cordelia and West Oakland. The goal of these plans is to identify nontraditional solutions that can help plug the gap, where standard transit service has fallen short.

AC Transit’s new “low-floor” buses ease wheelchair access.



MTC Archives

Transportation solutions emerging from the plans include children’s transportation services, vanpool services, subsidized taxi service, car sharing and other auto-related projects. Capital improvements such as additional bus shelters or benches and adjustments to fixed route transit.

A member of the community in Richmond ranks her transportation concerns at an MTC-sponsored community meeting.



Nelson/Wxgaard Consulting

Participants at an Ashland community open house suggest ways to remove transportation barriers.

➤ LIFT Program — Expanding Low-Income Residents' Transportation Options

MTC initiated the Low-Income Flexible Transportation (LIFT) program to address the challenge of improving transportation services for low-income residents. This program, which provides grants for welfare-to-work transportation projects in the Bay Area, has been funded through a variety of state and federal sources. To date, MTC has awarded \$14 million in LIFT funds to support 37 different projects in all nine Bay Area Counties.

➤ Older Adults Transportation Study

To identify ways to maintain and improve travel options for older adults in the Bay Area, MTC completed an Older Adults Transportation Study in 2002. Anticipating the rapid growth of the senior population, this effort identifies the barriers that limit seniors' mobility, especially obstacles to using public transportation or other alternatives to driving. As a follow-up, MTC compiled a Senior Mobility Toolkit in 2003 that highlights best practices in improving senior access to mobility.

➤ Next Steps

MTC will pursue several new initiatives focusing on the transportation needs of low-income residents in the Bay Area. Emerging out of the recently completed long-range plan update, Transportation 2030, these initiatives include:

- Enhancing the collection of local demographic information to better understand the travel needs of the lifeline population
- Examining barriers to auto access and identifying solutions to address them
- Evaluating ways to enhance the use of accessible taxi service



Leslie Mendez

Passengers on Santa Rosa's Route 15 bus are benefiting from a \$50,000 LIFT grant to extend service hours.



MTC Archives

Reliable transit service can be very important to older adults who depend on it to access health services and groceries.



Kit Morris

The Bay Area's innovative City CarShare is making up to 300 memberships available to qualifying CalWORKS participants, thanks to a grant from MTC.

Notes

Section IV

Projects by County

Alameda **36**

Contra Costa **38**

Marin **40**

Napa **42**

San Francisco **44**

San Mateo **46**

Santa Clara **48**

Solano **50**

Sonoma **52**

Alameda County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 BART Oakland Airport Connector**
STIP Funds: \$33,000,000
- 2 Interstate 238 – Northbound Widening Between Interstate 580 and Interstate 880**
STIP Funds: \$29,059,000
- 3 Interstate 680 – Southbound High-Occupancy-Vehicle Lane Over Sunol Grade**
STIP Funds: \$29,016,000
- 4 Vasco Road Safety Improvements**
STIP Funds: \$1,400,000

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 5 Coliseum Transit Hub Streetscape Improvements**
TLC Grant: \$1,000,000
- 6 Downtown Berkeley BART Plaza (planning grant)**
TLC Grant: \$75,000
- 7 Park Street Streetscape and Santa Clara Avenue Transit Hub**
TLC Grant: \$921,000

- 8 Revive Chinatown, Phase 1**
TLC Grant: \$2,200,000
- 9 Union City Intermodal Station – Decoto Connections**
TLC Grant: \$1,124,039
- 10 Webster Street Renaissance Project**
TLC Grant: \$881,219
- 11 West Estudillo Street Streetscape and BART-Downtown Connections**
TLC Grant: \$1,000,000

Low-Income Flexible Transportation (LIFT) Projects (funded with CMAQ or Job Access and Reverse Commute Funds)

- 12 AC Transit – Route 63, Alameda Point**
LIFT Funds: \$213,333
- 13 LAVTA – Route 14 Extension**
LIFT Funds: \$301,360
- 14 San Leandro Links**
LIFT Funds: \$266,666

Other Significant Federally Funded Projects:

AC Transit Bus Replacement
FTA Bus: \$18,440,000
(Not mapped)

AC Transit Welfare-to-Work Program

JARC Funds: \$6,937,496
(Not mapped)

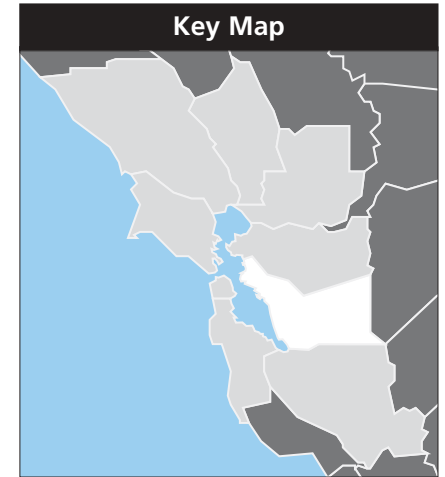
- 15 BART Extension to San Jose**
New Starts Funds: \$4,728,375
- 16 Ed Roberts Campus**
FTA Bus: \$481,916

OTHER PROJECTS

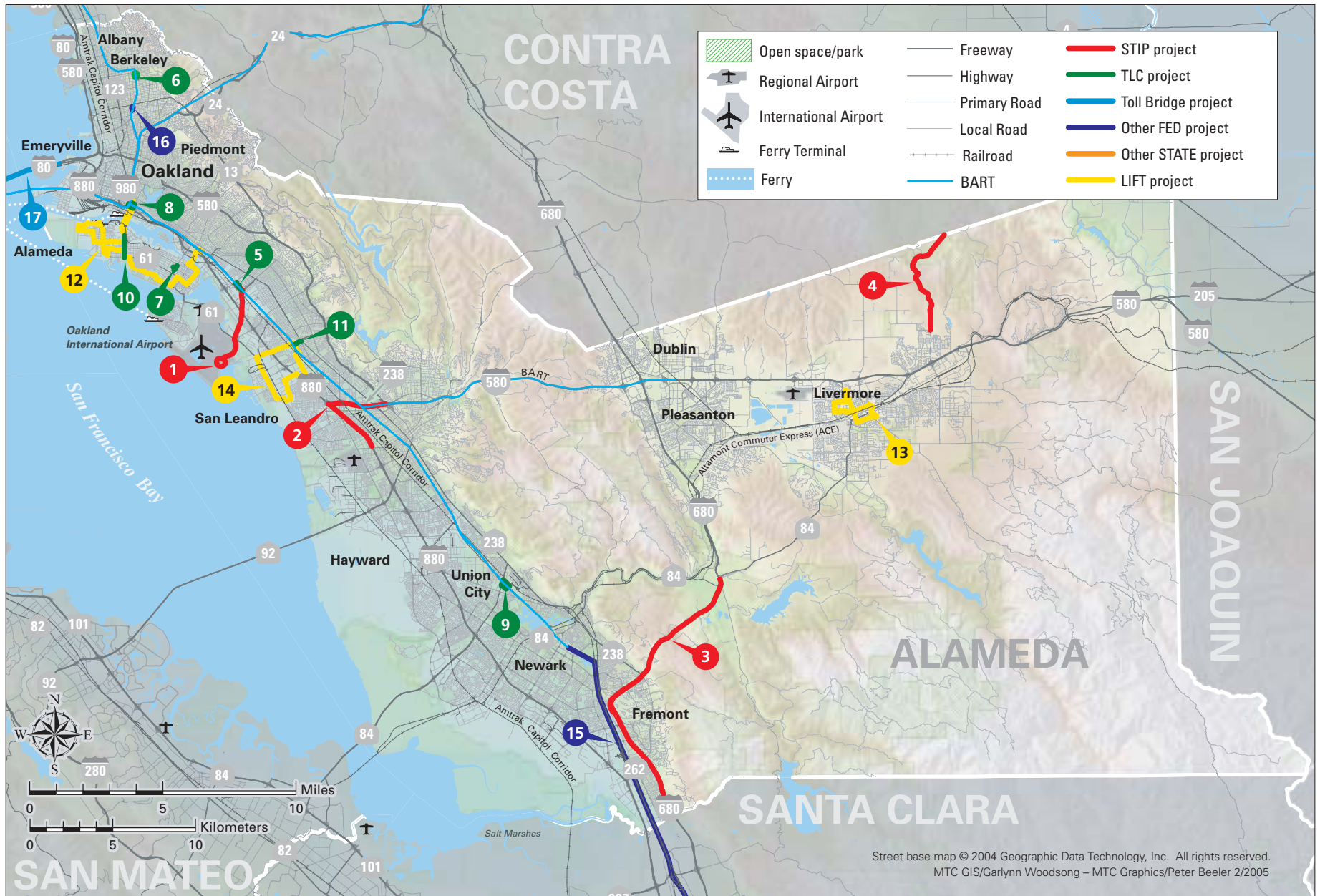
Toll Bridge Project:

- 17 San Francisco-Oakland Bay Bridge New East Span**
Federal, State and Toll Funds: \$5,130,000,000

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Contra Costa County Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

BART Aerial Structure Seismic Retrofit (STP Funds) *(not mapped)*
STIP Funds: \$3,026,000

- 1 Interstate 680 – Bollinger Canyon and Sycamore Valley Road Auxiliary Lanes
STIP Funds: \$9,172,000
- 2 Interstate 80 – Westbound High-Occupancy-Vehicle Lane from State Route 4 to Carquinez Bridge
STIP Funds: \$30,689,000
- 3 Martinez Amtrak Station Improvements
STIP Funds: \$2,000,000
- 4 Richmond Amtrak/BART Intermodal Station
STIP Funds: \$2,000,000
- 5 State Route 24 Caldecott Tunnel – Fourth Bore
STIP Funds: \$12,000,000
- 6 State Route 4 Widening and Interchange Improvements – Loveridge to Somersville
STIP Funds: \$20,035,000

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 7 Fairmount Street Pedestrian and Streetscape Improvements
TLC Grant: \$500,000
- 8 North Richmond Streetscape Enhancements, Phase 2
TLC Grant: \$2,000,000
- 9 Richmond Greenway and Bikeway
TLC Grant: \$1,900,000
- 10 Richmond Transit Village Intermodal Station and Pedestrian Improvements
TLC Grant: \$2,445,702

Low-Income Flexible Transportation (LIFT) Projects (funded with CMAQ or Job Access and Reverse Commute Funds)

- 11 WestCat New Fixed Route Bus Service
LIFT Funds: \$250,141
- Neighborhood House of North Richmond, Transportation Coordinator
LIFT Funds: \$172,900 *(Not mapped)*

OTHER PROJECTS

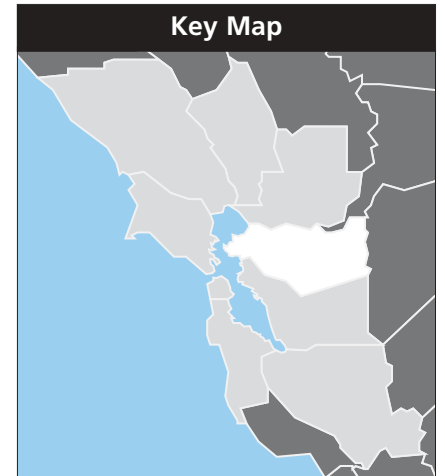
Toll Bridge Projects:

- 12 Benicia-Martinez Bridge – New Bridge
RM-1 and State Funds: \$1,057,757,086
- 13 Richmond-San Rafael Bridge Deck and Trestle Rehabilitation and Seismic Retrofit
Federal, State and Toll Funds: \$1,033,161,784

Other Significant State and Local Projects:

- 14 Route 4 Widening – Railroad Avenue to Loveridge Road
State Funds: \$14,000,000

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Marin County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1** U.S. Highway 101 High-Occupancy-Vehicle (HOV) Lane Gap Closure (segments 2,3,4)
STIP Funds: \$39,053,000
- 2** U.S. Highway 101 Novato Narrows Widening to Six Lanes
STIP Funds: \$16,000,000

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 3** Cal-Park Tunnel Extension
TLC Grant: \$1,500,000
- 4** Medway/Canal Enhancements
TLC Grant: \$900,000

Low-Income Flexible Transportation (LIFT) Projects (funded with CMAQ or Job Access and Reverse Commute Funds):

Marin County CalWorks Auto Program
LIFT Grant: \$141,226
(Not mapped)

Other Significant Federally Funded Projects:

- 5** Ferry Channel and Berth Dredging
FTA Formula Funds: \$5,948,000
- 6** Golden Gate Seismic Retrofit, Phases 1-3 Construction
Federal Discretionary Funds: \$100,000,000
- 7** Marin Parklands/Muir Woods Visitor Access Improvements
Federal Lands Highway: \$1,267,776

OTHER PROJECTS

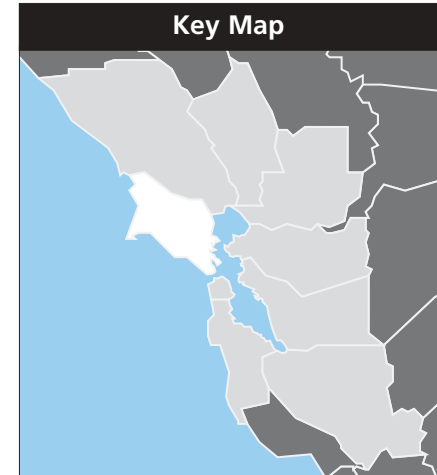
Toll Bridge Project:

- 8** Richmond-San Rafael Bridge Deck and Trestle Rehabilitation and Seismic Retrofit
Federal, State and Toll Funds: \$1,033,161,784

Other Significant State and Local Projects:

- 9** North Coast Railroad Track Repair and Upgrades
State Funds: \$42,000,000
- 10** Sonoma-Marin Area Rail Transit (SMART) – Cloverdale to San Rafael
State Funds: \$35,000,000
- 11** U.S. Highway 101 Reversible HOV Lane in San Rafael
State Funds: \$14,000,000

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Napa County

Selected Project Highlights

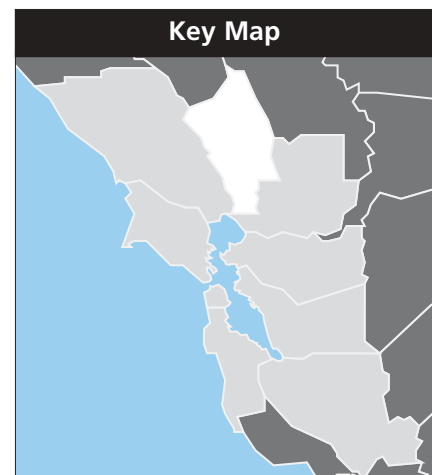
FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

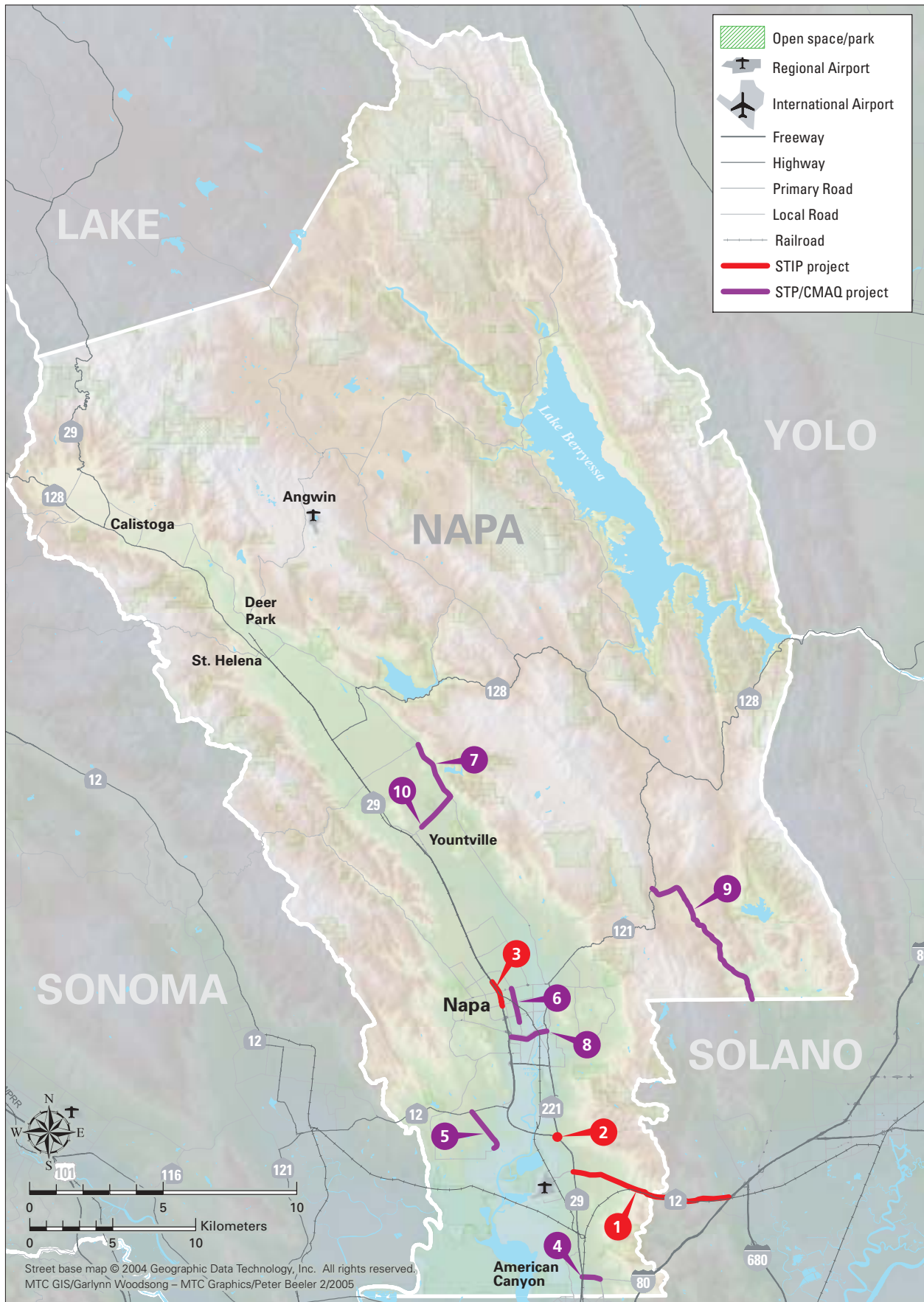
- 1 **Jamieson Canyon Widening (State Route 12)**
STIP Funds: \$4,000,000
 - 2 **State Route 12/29/221 Soscol Intersection**
STIP Funds: \$4,200,000
 - 3 **Trancas Interchange Planting**
STIP Funds: \$640,000
- #### Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Program (STP)
- 4 **American Canyon Road Rehabilitation**
STP Funds: \$287,000
 - 5 **Bike Lane on Cuttings Wharf Road – Segment of the Bay Trail Network**
CMAQ Funds: \$240,000
 - 6 **Jefferson Street Rehabilitation**
STP Funds: \$357,000
 - 7 **Silverado Trail Rehabilitation**
STP Funds: \$424,000
 - 8 **Third Street Rehabilitation**
STP Funds: \$1,218,000
 - 9 **Wooden Valley Road Rehabilitation**
STP Funds: \$760,000
 - 10 **Yountville Cross Road Rehabilitation**
STP Funds: \$330,000

Low-Income Flexible Transportation (LIFT) Projects (funded with CMAQ or Job Access and Reverse Commute Funds)

Napa Flexible Shuttle Service
LIFT Grant: \$400,000
(Not mapped)



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



City and County of San Francisco

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Caltrain Electrification
STIP Funds: \$4,300,000
 - 2 Golden Gate Ferry Lay Berth and Terminal Facilities Rehabilitation
STIP Funds: \$1,000,000
 - 3 Muni Third Street Light-Rail Project (Maintenance Facility)
STIP Funds: \$22,570,000
- Muni Trolley Bus Procurement and Rail Replacement
STIP Funds: \$15,774,000
(not mapped)

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 4 Broadway Streetscape Improvements, Phase II
TLC Grant: \$2,000,000
- 5 Daly City BART Station, St. Charles pedestrian and bicycle access improvement
TLC Grant: \$500,800
- 6 San Jose/Guerrero Neighborhood Plan
TLC Grant: \$75,000

Low-Income Flexible Transportation (LIFT) Projects (funded with CMAQ or Job Access and Reverse Commute Funds):

- 7 Treasure Island Bus Service — Expanded Muni Route 108
LIFT Funds: \$266,666

Other Significant Federally Funded Projects:

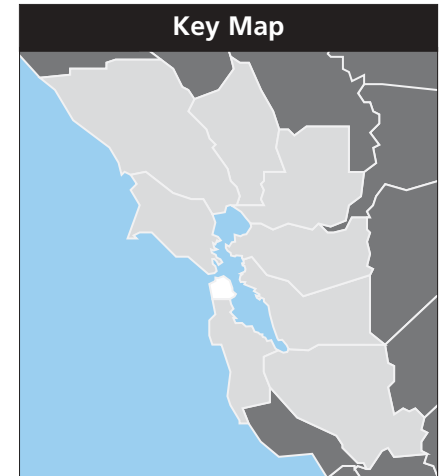
- BART Extension to San Francisco International Airport and Millbrae (Full Funding Grant Agreement)
Federal New Starts: \$750,000,000
(mapped in San Mateo County)
- 8 Doyle Drive Replacement Project
Federal Lands Highways: \$992,000
 - 9 Golden Gate Seismic Retrofit, Phases 1-3 Construction
Federal Discretionary Funds: \$100,000,000
- Muni Bus and Facilities Upgrades
FTA Bus: \$5,000,000
(not mapped)
- 10 Muni Third Street Light Rail Transit/Central Subway to Chinatown
New Starts: \$20,420,000
 - 11 Treasure Island Ferry Docking Facility
Federal Ferryboat Discretionary: \$1,800,000

OTHER PROJECTS

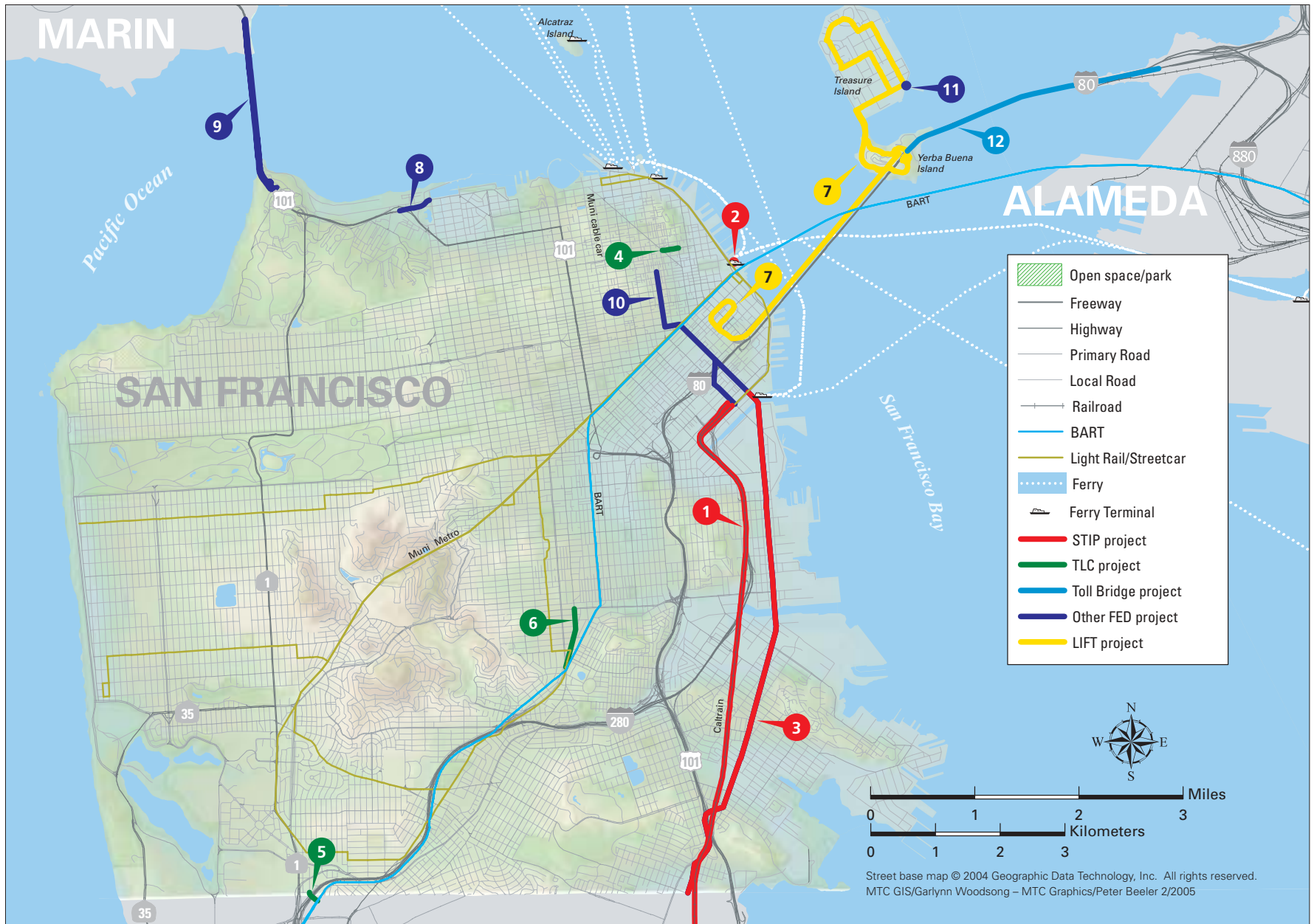
Toll Bridge Project:

- 12 San Francisco-Oakland Bay Bridge New East Span
Federal, State and Toll Funds: \$5,130,000,000

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



San Mateo County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Route 92 Shoulder Widening and Curve Correction – Pilarcitos Creek
STIP Funds: \$2,619,000
- 2 Route 92 Slow-Vehicle Lane Improvements
STIP Funds: \$12,540,000
- 3 U.S. Highway 101 Auxiliary Lanes, Third Avenue to Millbrae Avenue
STIP Funds: \$43,963,000
- 4 U.S. Highway 101 Auxiliary Lane From Santa Clara County Line to Marsh Road
STIP Funds: \$9,021,000
- 5 U.S. Highway 101 – Willow Road Interchange Reconstruction
STIP Funds: \$20,046,000

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 6 BART Linear Park – Huntington Avenue to Orange Avenue
TLC Grant: \$1,932,900
- 7 Bay Road Streetscape and Traffic Calming Improvements
TLC Funds: \$923,500
- 8 Caltrain Station/El Camino Real Improvements (planning grant)
TLC Grant: \$63,840
- 9 El Camino Real – Pedestrian Improvements
TLC Grant: \$936,500
- 10 Redwood City Transit Station Precise Plan
TLC Grant: \$71,760

- 11 Third and Fourth Avenue Streetscape and Pedestrian Improvements
TLC Grant: \$682,500

Low-Income Flexible Transportation (LIFT) Projects (funded with CMAQ or Job Access and Reverse Commute Funds):

East Palo Alto Caltrain Shuttle
LIFT Grant: \$258,500
(Not mapped)

East Palo Alto Youth Shuttle
LIFT Funds: \$216,220
(Not mapped)

Other Significant Federally Funded Projects:

- 12 BART Extension to San Francisco International Airport and Millbrae (Full Funding Grant Agreement)
Federal New Starts: \$750,000,000

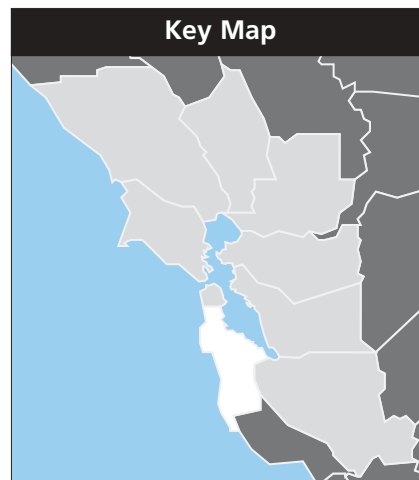
SamTrans Zero-Emission Fuel Cell Bus Acquisition
FTA Bus: \$722,874
(not mapped)

OTHER PROJECTS

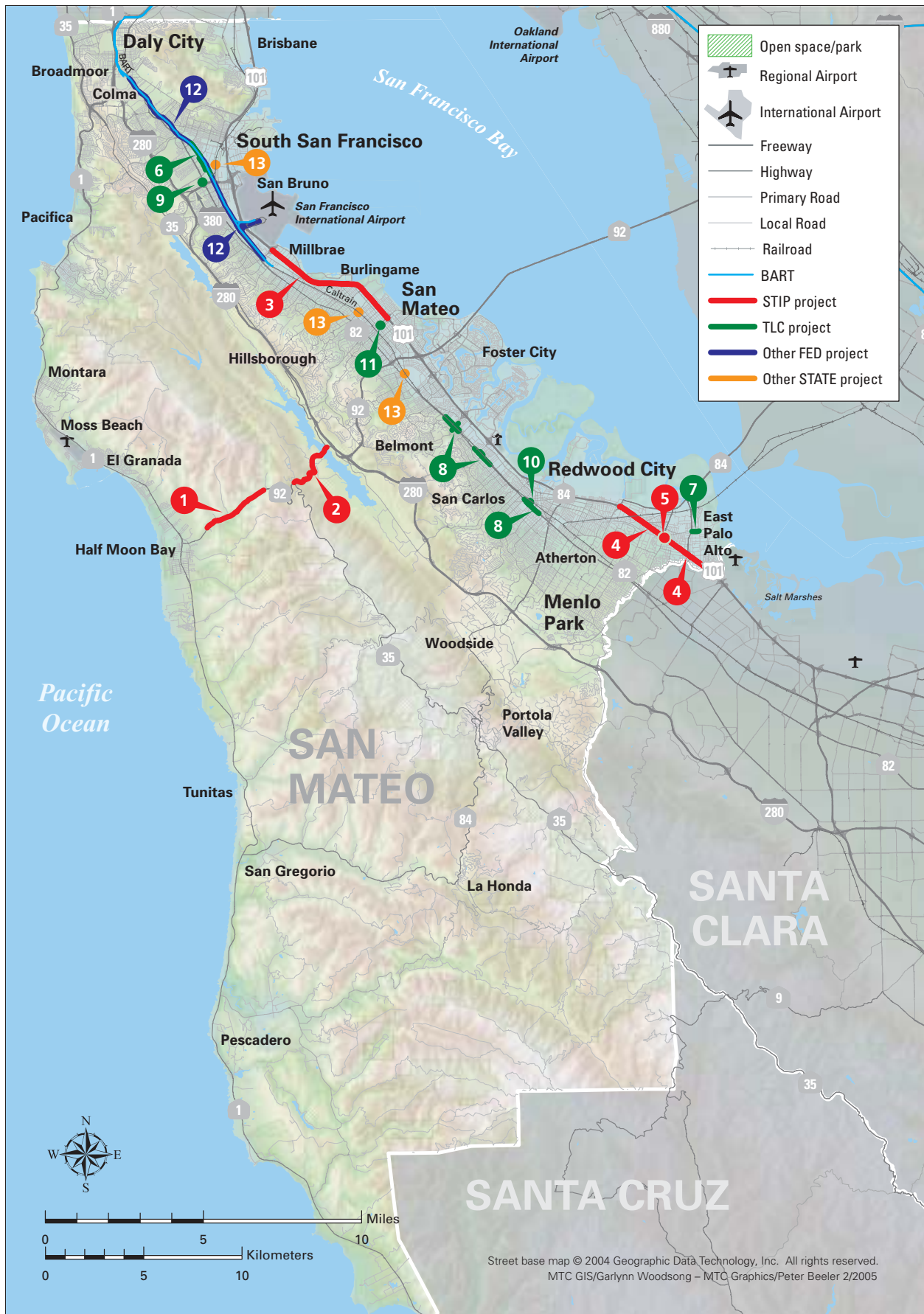
Other Significant State-Only Funded Project:

- 13 Caltrain Peninsula Grade Separations at Linden, Poplar and 25th Avenues
State Funds: \$15,000,000

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Santa Clara County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Caltrain San Jose to Santa Clara Fourth Main Track
STIP Funds: \$17,900,000
- 2 Interstate 680 – Northbound High-Occupancy-Vehicle Lane Over Sunol Grade
STIP Funds: \$25,080,000
- 3 Interstate 680 – Southbound High-Occupancy-Vehicle Lane Over Sunol Grade
STIP Funds: \$8,308,000
- 4 Interstate 880 Soundwalls from Stevens Creek Boulevard to Interstate 280
STIP Funds: \$2,377,000
- 5 State Route 152 Passing Lanes
STIP Funds: \$8,246,000
- 6 State Route 152/156 Interchange
STIP Funds: \$7,850,000

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 7 Monterey Streetscape Improvements – Fourth Street to Sixth Street, City of Gilroy
TLC Grant: \$2,500,000
- 8 Morgan Hill – Depot Street Capital Improvements
TLC Grant: \$2,626,638
- 9 Murphy Avenue Streetscape Revitalization, City of Sunnyvale
TLC Grant: \$75,000

Low-Income Flexible Transportation (LIFT) Project (funded with CMAQ or Job Access and Reverse Commute Funds):

Countywide Children's Shuttle Service to Schools – not mapped
LIFT Funds: \$266,666
(not mapped)

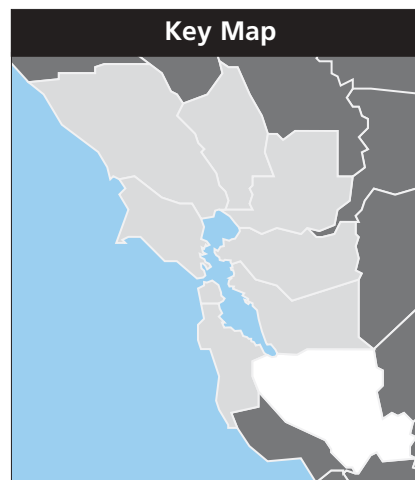
Other Significant Federally Funded Projects:

Bus Expansion for Santa Clara Valley Transportation Authority
FTA Funds: \$4,600,000
(not mapped)

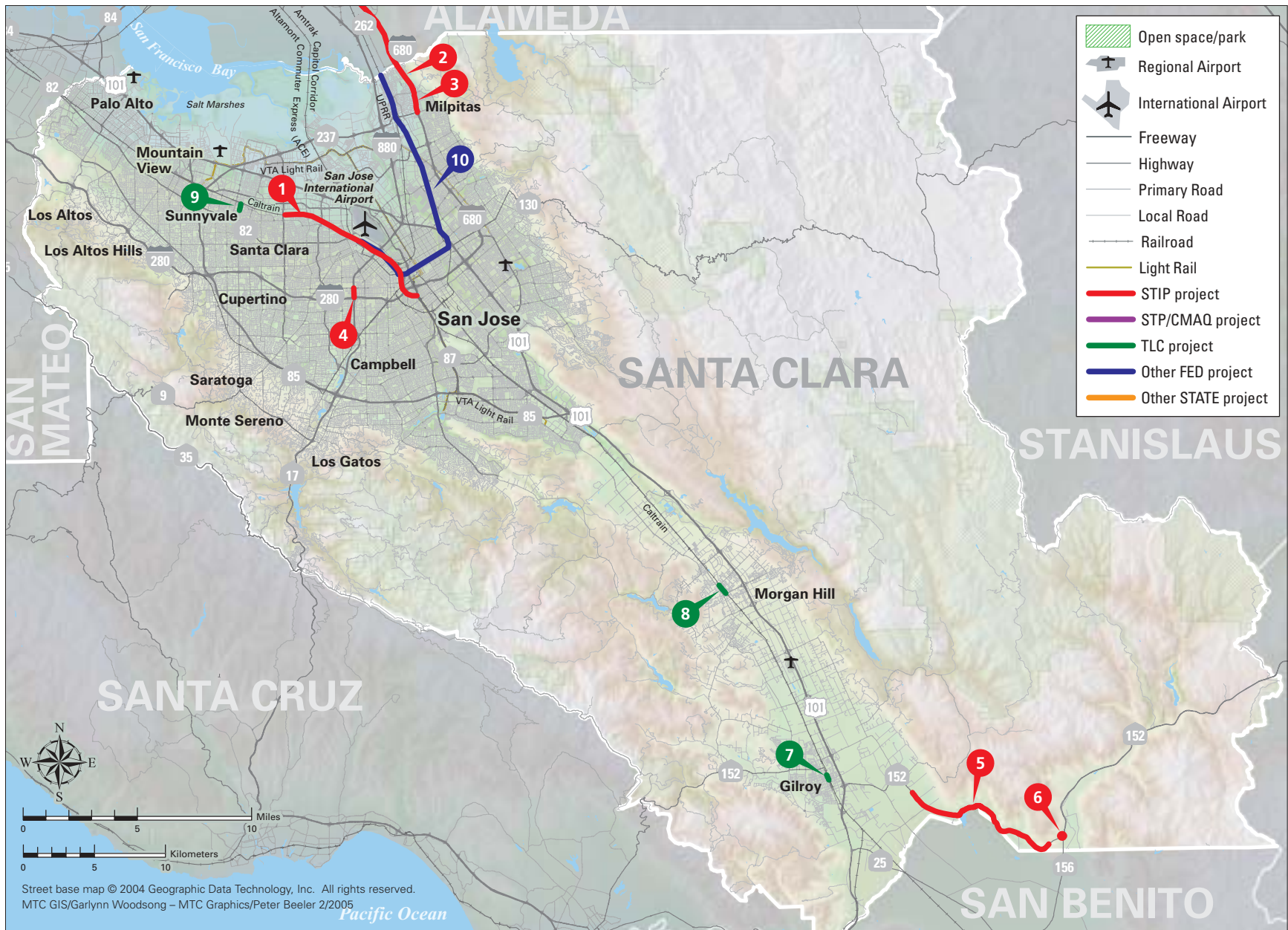
Guaranteed Ride Home Program
JARC Funds: \$594,709
(not mapped)

- 10 Silicon Valley Rapid Transit Corridor – BART Extension to San Jose
New Starts Funds: \$4,728,375

Santa Clara Valley Transportation Authority Bus Signal Prioritization
FTA Bus: \$722,874
(not mapped)



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Solano County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 **Benicia Intermodal Transportation Station**
STIP Funds: \$1,325,000
- 2 **Capitol Corridor Bahia Viaduct Track Upgrade**
STIP Funds: \$2,250,000
- 3 **Interstate 80 Reliever Route/Jepson Parkway – Between State Route 12 and Interstate 80 on Walters, Vanden and Leisure Town Roads**
STIP Funds: \$21,960,000
- 4 **Local Road Improvements North of Interstate 80/680/12 Interchange**
STIP Funds: \$11,412,000
- 5 **Vallejo Ferry Intermodal Facility – Parking Structure**
STIP Funds: \$7,300,000
- 6 **Sereno Bus Transfer Facility**
TLC Grant: \$382,500
- 7 **Vallejo Station Pedestrian Links**
TLC Grant: \$2,070,921

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

Low-Income Flexible Transportation (LIFT) Project (funded with CMAQ or Job Access and Reverse Commute Funds):

City of Dixon, Taxi Voucher Program
LIFT Grant: \$37,440
(Not mapped)

Other Significant Federally Funded Projects:

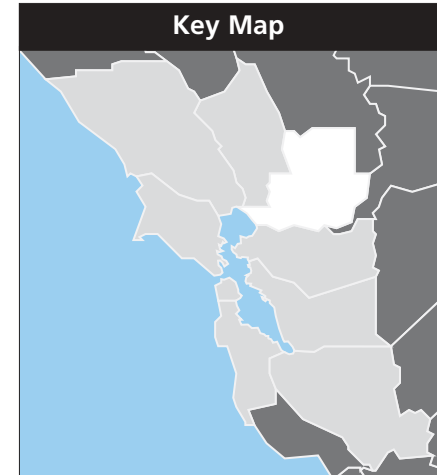
- 8 **Fairfield Capitol Corridor Intercity Rail Station**
CMAQ & FTA Bus Funds: \$1,894,906

OTHER PROJECT

Toll Bridge Project:

- 9 **Benicia-Martinez Bridge – New Bridge**
RM-1 and State Funds: \$1,057,757,086

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Sonoma County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 U.S. Highway 101 High-Occupancy-Vehicle (HOV) Lane – Petaluma to Rohnert Park
STIP Funds: \$6,000,000
- 2 U.S. Highway 101 HOV Lane – Rohnert Park to Santa Rosa Avenue
STIP Funds: \$39,400,000
- 3 U.S. Highway 101 HOV Lane – Steele Lane to Windsor
STIP Funds: \$6,000,000
- 4 U.S. Highway 101 HOV – Steele Lane to State Route 12
STIP Funds: \$48,753,000

Transportation for Livable Communities (TLC Program) — Funded with Congestion Mitigation and Air Quality (CMAQ) Funds

- 5 Downtown Pedestrian Linkages Study
TLC Grant: \$44,400
- 6 Petaluma Riverwalk
TLC Funds: \$358,000

Low-Income Flexible Transportation (LIFT) Project (funded with CMAQ or Job Access and Reverse Commute Funds):

CalWorks Transportation Workshops

LIFT grant: \$266,666
(Not mapped)

Other Significant Federally Funded Project:

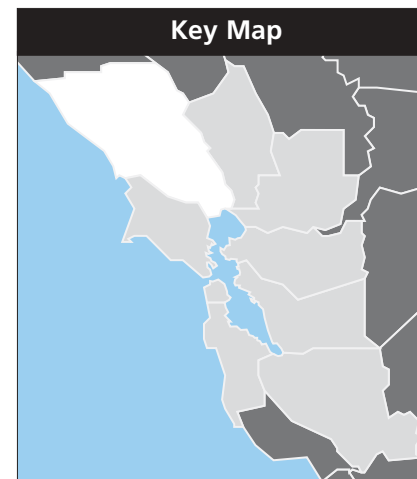
Compressed Natural Gas Bus Facilities Upgrade for Sonoma County Transit
FTA Bus: \$289,149
(Not mapped)

OTHER PROJECTS

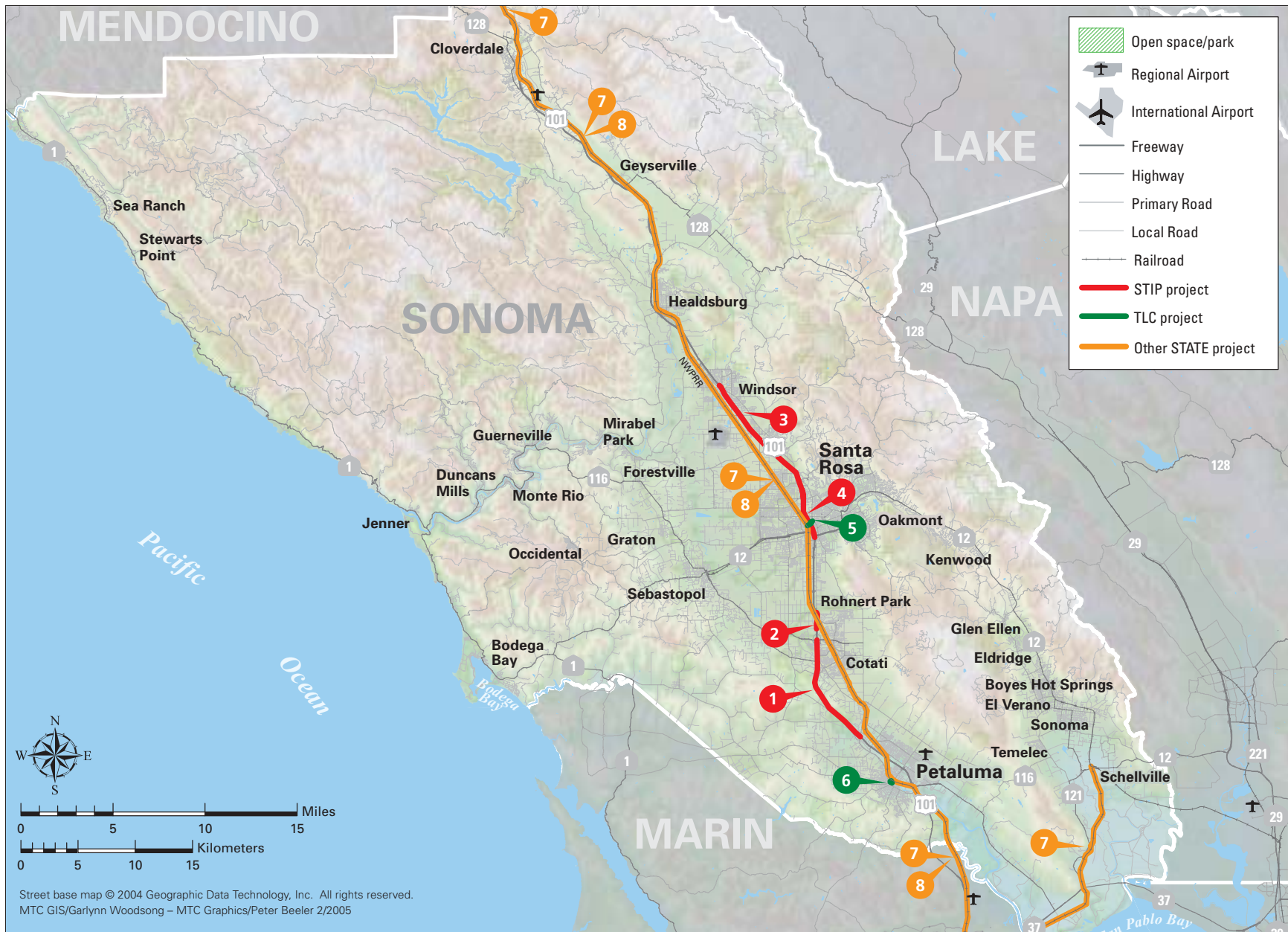
Other Significant State-Only Funded Projects:

- 7 North Coast Railroad Track Repair and Upgrades
State Funds: \$42,000,000
- 8 Sonoma Marin Area Rail Transit (SMART) – Cloverdale to San Rafael
State Funds: \$35,000,000

Key Map



NOTE: Project amounts reflect currently programmed amount for fund source shown, not total project costs.



Notes

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Notes

Graphic design: Peter Beeler and Michele Stone

Cover design: Peter Beeler and Michele Stone (topographic relief map of California by Garlynn Woodsong)

Front cover photographs (*clockwise from upper left*): Muni trolley – Peter Beeler; BART train and passengers at SFO – John A. Benson; AC Transit Rapid Bus – AC Transit; Participants at Eastmont Mall *Transportation 2030 Plan* outreach meeting – Peter Beeler; Bike-to-Work Day participants – Kit Morris; Carquinez Bridge opening day – Bill Hall; Santa Clara Valley Transportation Authority (VTA) light-rail vehicle – VTA; Golden Gate Ferry – GGBH&TD; Fruitvale Transit Village – Evelyn Johnson; Highway 24 traffic – Caltrans.

Maps: Peter Beeler, David Cooper and Garlynn Woodsong



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